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PACIFIC FISHERMAN

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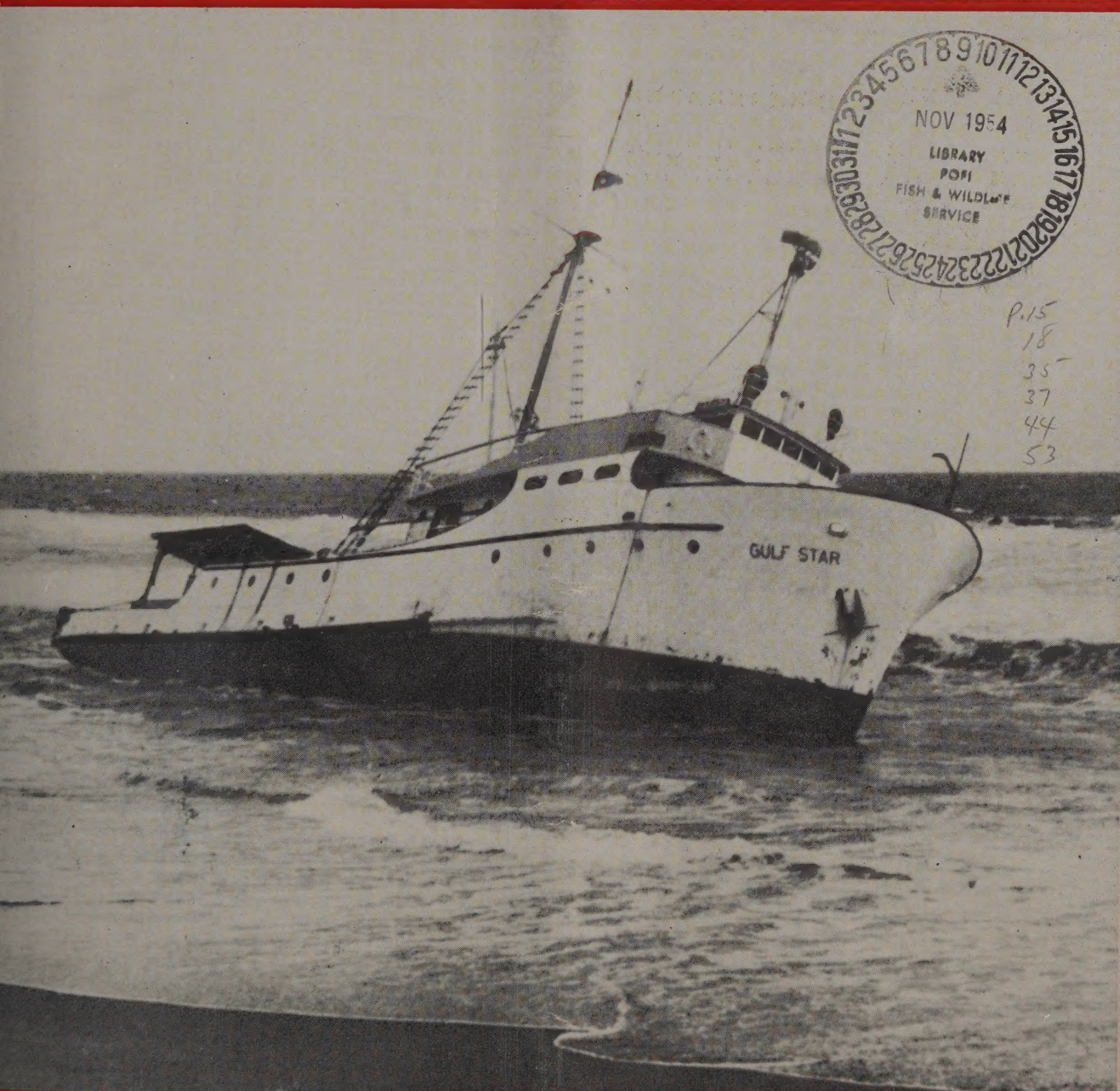

Why It Costs Real Money To Produce Tuna From the Sea

Wreck of the $400,000 steel clipper "Gulf Star" on the remote northern coast of Peru, photographed by D. H. Bates Jr. before salvage efforts were abandoned

the dirt flies faster—now with MUSCLES OF STEEL

Straining laborers plying pick and shovel are a bygone memory because of today's excavating and road-building equipment. Modern power shovels and draglines use *muscles of steel*—rugged wire rope—to keep the dirt flying fast.

Helping to clear the way for needed highways is another of the important ways in which Wickwire Rope contributes *muscle* to America's might.

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PACIFIC FISHERMAN

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Adams River Sockeyes Capricious to the Close

• Vagaries which marked the behavior of the great Adams River run of Fraser River Sockeyes of 1954 persisted until the last fish of the race had passed to the Adams spawning gravels.

Where past experience has shown that the Adams River fish have a tendency to "mill around" in the Gulf of Georgia off the Fraser, sometimes for weeks, and sometimes even "backing down" into American waters in Boundary Bay, the 1954 run moved into the river with no delay and up the stream without lagging.

As result, there were no tail-enders on the spawning grounds; and no late-run fish for export to the United States for canning under a special order of the Canadian government suspending the embargo against the export from British Columbia of fresh Sockeye for canning.

At last tally before presstime, the Fraser River catch of 1954 was approximately 9,500,000 fish, with the Americans holding to a lead of about 100,000 fish. If the Canadian fishermen had not staged a strike for several days early in the season it is probable that they would have led in the division of the catch.

Count of the pack is not yet complete, but as the average number of fish required to pack a full case was about 10, or less, it is certain that the combined pack of the two countries will exceed 900,000 cases of Fraser River Sockeye.

Not only was the 1954 run the best ever recorded for its cycle, and the largest in any year since 1931, but the fish composing the Adams River portion of the run at least are believed to have average as large or larger than ever before.

Spawning escapement to the Adams River gravels is regarded as "satisfactory" by the Sockeye Staff, in quality and timing as well as in numbers. Actual figures were not available at presstime, but it was expected that the total would be very close to the 1.25-1.35 million which is considered optimum for the relatively limited — but tremendously productive — Adams River spawning area.

Study of the data indicates that all races of the 1954 Sockeye run reached the Fraser by way of the Strait of Juan de Fuca, and that none came down Johnstone Strait, as is usually the case. Here is another of the vagaries that marked the run, which saw the main body of Sockeye hang close to the Canadian coast and move up Haro Strait rather than along the regular Rosario route. Peculiarly, despite this pathway, the Canadian traps at Sooke found very poor fishing.

• CHUM PACK in Canadian waters was developing strongly as this issue closed, with 68,900 cases packed in the last week prior to our deadline. This was the largest weekly Chum pack of the season, whose production of Chums then was larger than to even date in any other year for which data were available.

• ALASKA SALMON canning for the 1954 season produced 3,102,000 cases, of which approximately 72,000 cases were canned during the late-September special Chum season.

The pack by species was: Red, 734,000 cases; Pink, 1,145,000 cases; Chum, 1,008,000 cases; Coho, 163,000 cases; King, 52,000 cases.

powered for Performance

26' Bryant-built stock work boat, 25 H.P. Evinrude outboard motor installed in stern well.

BIG TWIN

25 O.B.C. certified B.H.P. at 4,000 R.P.M. Gearshift, separate plug-in fuel tank.

PROVED PERFORMANCE! No "maybe" when it came to picking the power plant for this husky work boat. In identical hulls the Evinrude 25 H.P. Big Twin had conclusively proved its advantages over conventional engine installations of the same rated horsepower. Higher speed, light or loaded. Greater maneuverability. Important space saving. Easy beaching. *Far lower cost*—as much as $900 *less* than the conventional installations.

With *performance,* an Evinrude gives you stamina and low upkeep you couldn't beat in any type of motor. A complete line, 3 to 25 H.P., to meet the widest range of work boat needs. See your Evinrude dealer—look for his name under "Outboard Motors" in the yellow pages of your phone book. For complete literature write EVINRUDE MOTORS, 4526 North 27th Street, Milwaukee 16, Wisconsin.

In Canada: Manufactured by Evinrude Motors, Peterborough, Ontario

Big Twin is also available in 20" extra depth model suitable for transom heights to 35". Photo shows Bristol Bay, Alaska, sailing gillnetters converted to power with this motor.

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At dockside or sea, get complete protection from *all four* types of engine wear with Tydol HD. Its fast detergency action gets rid of sludge and grime that cause abrasive wear...and it frees sticky valves and rings, keeps engines *clean.* Tydol HD's inhibitors stop shut-down and running wear caused by rust and corrosion, protect cylinders and bearings 'round-the-clock. Its tough film lubricates instantly...you start faster–smoother and avoid warm-up wear. For more time at sea...less in repair...get the motor oil that *cleans* as it *protects* as it *lubricates...Tydol HD.*

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MOTOR OIL

TIDE WATER ASSOCIATED OIL COMPANY (WESTERN DIVISION)

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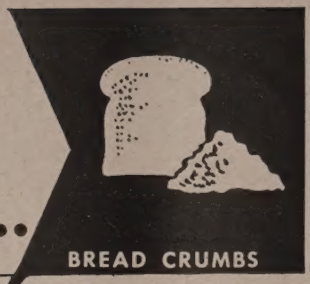
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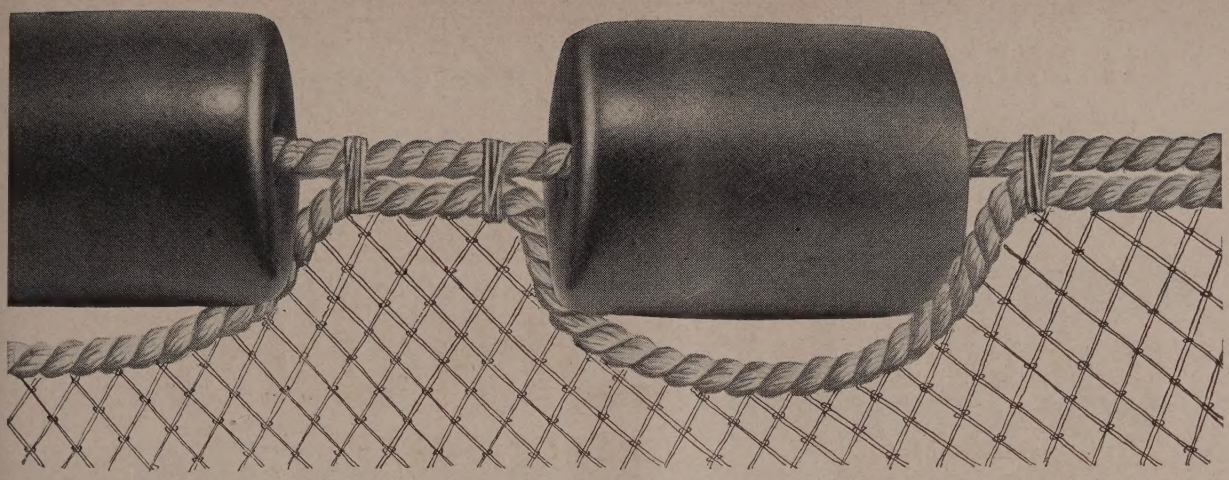
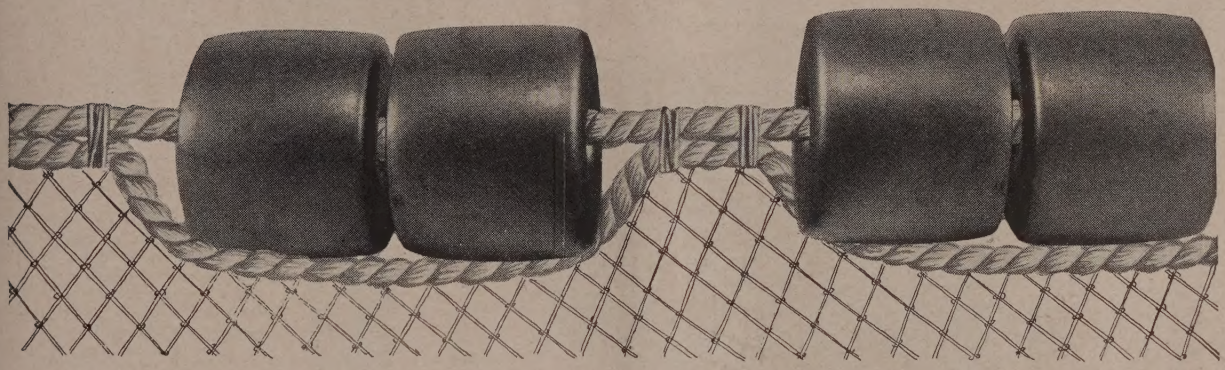
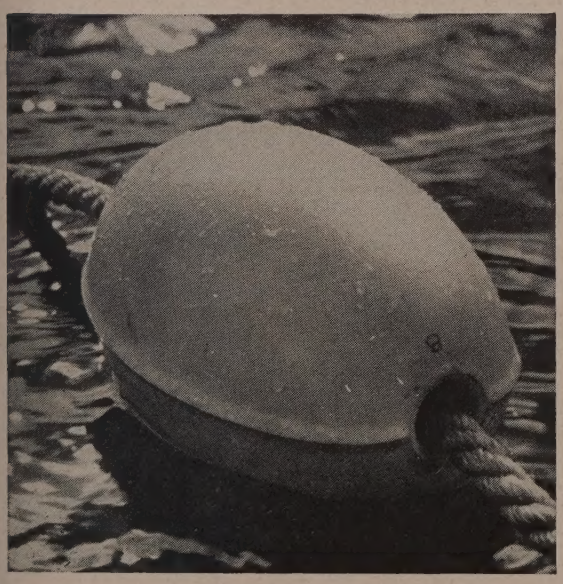


Better than Cork! Cheaper than Cork!



NEW SPONGEX SEINE FLOATS



give you these advantages:

- Spongex floats cost less than cork.*
- Spongex floats are more buoyant than cork . . . fewer Spongex floats are needed.
- Spongex floats last years longer than cork. Their buoyancy is unaffected by water-logging, punctures or cuts. They do not rot . . . harbor no marine growth . . . never need drying-out.
- Nets and lines do not foul on the smooth plastic surface of Spongex floats.

*Cost of the Spongex float, averaged over its size range (3x3, 3½x3, 4x3, 4x6, 6x6¾, 6x7½) is less than cork in corresponding sizes. And, as the Spongex float has greater buoyancy . . . *dry* buoyancy versus cork's loss to water absorption . . . the cost is increasingly less.

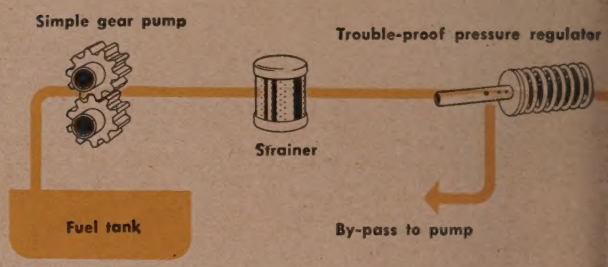
These Spongex floats are brand new. Your supplier may not have them yet. If not, let us know your needs. Write

B. F. Goodrich Sponge Products Division

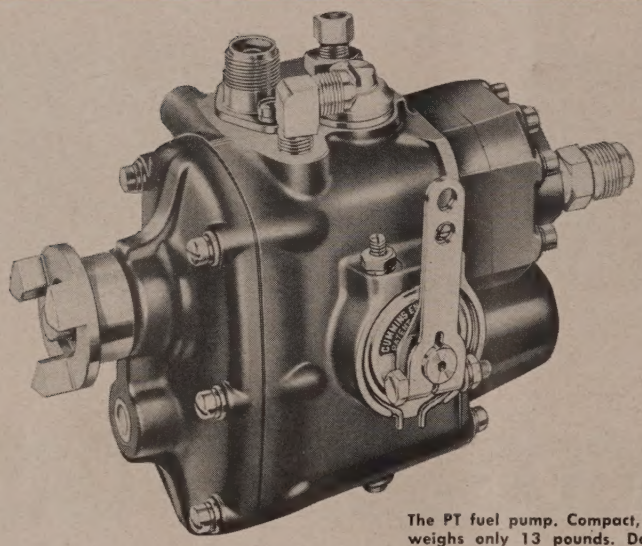
45 Derby Place, Shelton, Connecticut

Here's the simplest diesel fuel system ever developed!

Simplest pump and fuel control arrangement



Cummins new PT *fuel system*



The PT fuel pump. Compact, easy to handle, weighs only 13 pounds. Does not have to be timed to engine, quick and easy to install.

The PT injector utilizes the exclusive Cummins principle of fuel injection which has set the highest standards of performance and economy for more than 20 years.

THE revolutionary new PT fuel system, now standard on all Cummins Diesels, has fewer and far simpler parts than carburetor and ignition systems or ordinary diesel fuel systems. It is easy to understand, simple to work with, can be serviced by any mechanic. No longer any need for fuel system specialists! The PT fuel system has undergone two years of field testing and millions of operating miles under every conceivable condition. Its dependability record is phenomenal. Operators report even less fuel consumption than with earlier Cummins fuel systems and far less cost of maintenance. The PT fuel system can be installed on any Cummins Diesel built since 1932.

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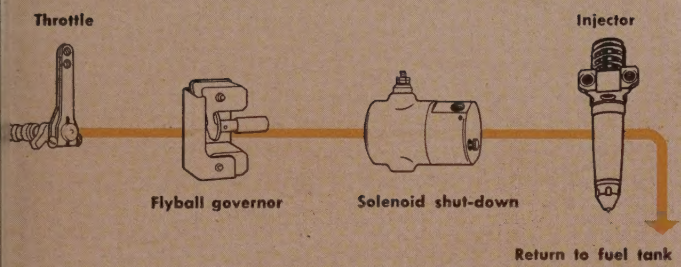


PT advantages over gasoline systems:

No contact points to adjust	No vapor-lock problems
No condenser to replace	No flooding
No spark coil to short	No choking or priming
No wiring harness to short	No needle valves to clog
No spark plugs	No butterfly valve
	No float level to maintain
	No float valve to stick

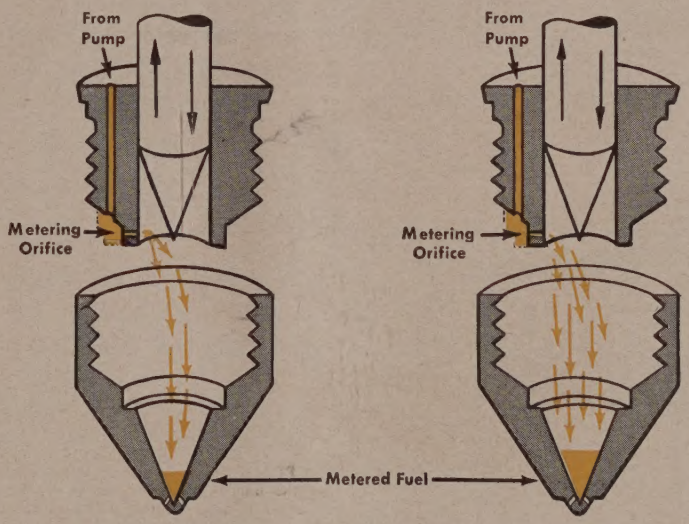
PT advantages over ordinary diesel systems:

No fuel rack adjustments	No distributor discs
No check valves	No metering pumps
No needle valves	No high-pressure fuel lines
No helixes	No fuel pump timing

simpler to work with than gasoline carburetion and ignition

Simplest Fuel Metering Device

The principle is simply that the amount of fuel flowing through a fixed orifice varies according to the amount of pressure on the fuel. Pressure is controlled by the throttle on the PT pump. Fuel flow through orifice is cut off as injector plunger, actuated by engine camshaft, moves down to inject fuel.



When engine is under partial load, fuel pressure is low, and only a small amount of fuel passes through orifice into injector cup.

When engine is under full load, fuel pressure is increased, and greater amount of fuel passes through orifice into injector cup.

Mail this today, and get more PT facts!

CUMMINS ENGINE COMPANY, INC., DEPT. PF-11
Columbus, Indiana

Please send me free illustrated folder, "Cummins PT Fuel System."

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Address_____

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Her former D13000 operated 21,000 hours without a failure

The Myrtle L, 40 tons gross, is 45' 7" long, with 15' 1" beam and 8' draft, loaded. Her Cat D337 Engine swings a 42 x 30 propeller.

THE *Myrtle L* was new in 1945. Her owners, Dale Martin and Louis J. Gaebe, of Spring Valley, California, chose a Caterpillar D13000 Engine for propulsion power and fished steadily for nine years. In that time the engine operated 21,000 hours and *never once let them down.*

Naturally they decided on another Cat Diesel when they wanted more power last spring. The new engine is a D337, with 170 continuous HP. Like all Caterpillar Marine Engines, it delivers its *full rated* power at the propeller. In addition, the *Myrtle L* has a D3400 for auxiliary power. It's been in the boat from the beginning, and has turned up more than 28,000 work hours in 9 years.

Fishing for yellowtail, skipjack, albacore and tuna, the *Myrtle L* cruises north and south of San Diego over a wide range of sea. It's mighty important to the owners to know the crew can spend full time *fishing*—not tinkering with a balky engine.

When you're considering marine power talk to your Caterpillar Dealer. He has the right engine for your needs —11 sizes, up to 450 continuous HP. Let him *prove* what a Cat Diesel can do for you!

Caterpillar Tractor Co., San Leandro, Calif.; Peoria, Ill., U. S. A.

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FISCHLUPE* is the newest cathode-ray type of depth sounder that gives a continuous picture of the waters beneath your ship.

It locates schools of fish . . . spots underwater hazards that can hang nets . . . aids in navigation and survey work . . . functions as an underwater depth indicator. Fish and other objects appear as short horizontal traces on a cathode ray tube.

The FISCHLUPE is a boon to fishermen. Length of "fishing time" can be reduced. Unprofitable towing can be prevented. The catch can readily be estimated, and net hauled in at the correct time. No special knowledge required to operate the equipment.

*"Fish-Lens"

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75 VARICK STREET, NEW YORK 13, N. Y.

Judith Lee Rose — Southwest Boat Corp. of Southwest Harbor, Me., built her and installed her giant Monel Shaft for owners Capt. Frank Rose and Associates, of Gloucester, Mass.

Picks Monel Shaft Over Steel for This Power-Packed Gloucesterman

Naval architect tells why Monel saves money for owner

Designed by naval architect Dwight S. Simpson of Newton, Massachusetts, the *Judith Lee Rose* is one of the largest trawlers built in New England since the war.

She's 115 feet long and can carry 162 tons of fish. She can do 11 knots with her 615 horsepower Enterprise Diesel turning a 75-inch Columbian wheel.

This powerful engine called for a big shaft. "We considered a steel shaft," Mr. Simpson says, "but the cost of the steel shaft with sleeves, bigger stern bearing and stuffing box — and not to mention the difficulties of a wider stern post and shaft log — *ran into somewhat more money than the Monel shaft.*"

The 8½-inch diameter shaft Mr. Simpson specified was machined from 8⅝-inch diameter high-tensile forged Monel®. It is 15 feet long.

Like Mr. Simpson, prominent naval architects and experienced ship owners in fishing ports on all coasts have found strong, corrosion-resisting Monel propeller shafts not only long-lasting but economical to install. Ask your boatyard to quote on Monel next time you need a shaft.

You can't beat a Monel Shaft. No other metal can match its combination of strength, stiffness, hardness, toughness, and corrosion-resistance!

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67 Wall Street New York 5, N. Y.

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Another Tuna Clipper Cutless Equipped

Soft Rubber
Water Lubricated

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Large west coast stocks of popular sizes. Factory stocks to 10-inch shaft sizes available overnight by air.

See your ship repair yard, marine supplier, or write—

LUCIAN Q. MOFFITT, INC.
AKRON 8, OHIO
Engineers and National Distributors

B.F.Goodrich *Cutless* BEARINGS
PROPELLER SHAFT

A new and better rope for fishing!

ROEBLING PREFORMED

SPECIAL GALVANIZED

DOLLAR FOR DOLLAR this new Roebling Fishing Rope is the biggest value ever put on the market. It has top resistance to corrosion, *special* galvanizing protects every inch of every wire. The fibre core is impregnated with a preservative that prevents excessive absorption and reduces the harmful action of salt water, mildew and dry rot. Roebling preforming assures easier handling, smooth drum winding...and practically abolishes all tendency to kink.

Make it Roebling's new Preformed Special Galvanized next time you order fishing rope. And remember that for standing rigging and every other purpose there's a Roebling wire rope for complete dependability and service economy. Call your distributor or the nearest Roebling office. They're in the yellow pages. John A. Roebling's Sons Corporation, Trenton 2, N. J.

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2000 horsepower, heavy-duty, all steel, sea-going tug owned by the Shipowners & Merchants Tugboat Co., Ltd., San Francisco. Using Shell Talona Oil exclusively for three years, the "Sea Ranger" has logged more than 14,000 hours of heavy sea duty—with no noticeable signs of wear on her engines

14,000 HOURS OF THE TOUGHEST SEA DUTY ...still going strong with Shell Talona Oil

Powered by 2000 horsepower, twin-diesel engines, the "Sea Ranger" is one of the largest and most powerful tugs in operation in Pacific waters.

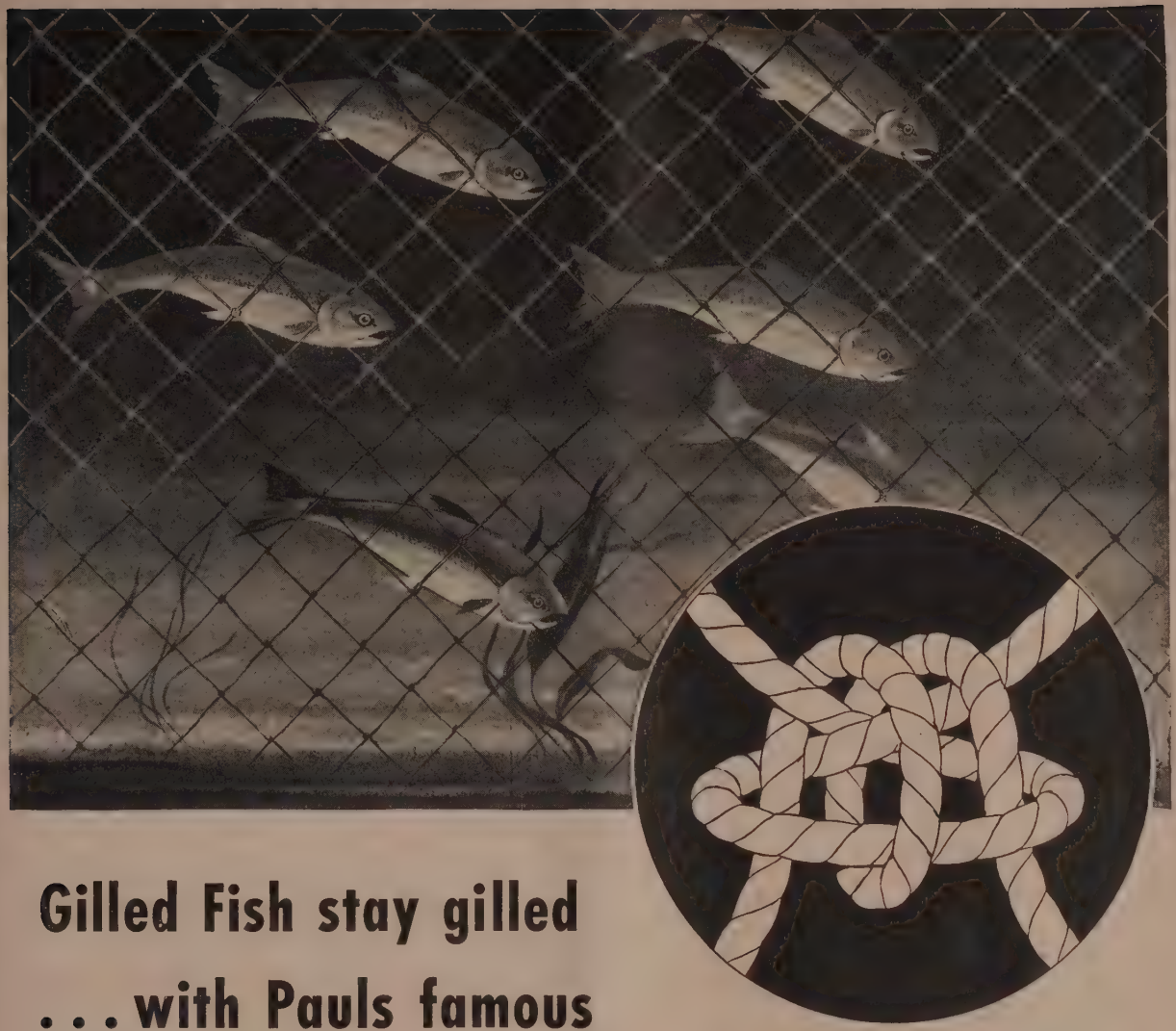
After 14,000 hours on Shell Talona Oil, the "Sea Ranger's" engines show no noticeable signs of wear according to her owners. Rings are free; ports clear and her engines are exceptionally clean and free of lacquers, sludge and other deposits.

There's a good reason, of course, for this remarkable record. Only Shell Talona Oil is specially fortified to *fight all five* main causes of engine wear and poor performance: acid action . . . oxidation . . . lacquer build-up...port-fouling...sludge formation.

So if you're not using Shell Talona Oil, you're probably not getting full running time between engine overhauls. Why not let your nearest Shell representative show you how you can reduce your operating costs with Shell Talona Oil.

SHELL®

Only Shell Talona fights all five main causes of engine wear



Gilled Fish stay gilled . . . with Pauls famous Locknot Netting

This is the one and only Pauls Locknot. Do not be fooled by substitutes.

Pauls quality netting is also available for seines, traps and other commercial fishing nets.

You keep an average of 98 out of every 100 fish gilled with Pauls Netting. Pauls revolutionary Locknot will not slip, turn or saw. This exclusive patent allows pulling from any direction without having the knot slide on the bar to the next knot. Every Pauls net is made from the finest nylon twine . . . and every mesh is 100% uniform in size.

Pauls Netting is available in Nylon Salmon twine of 3 to 12 ply; also Linen Salmon twine 40/3 to 40/14 ply.

Make your next net order Pauls world famous Locknot Netting.

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PACIFIC FISHERMAN NOVEMBER 1954

Tuna Seeks Economic Facts On Highest Research Level

• Tuna industry of California, working through a special committee representative of its several phases, has engaged Stanford Research Institute to conduct economic research for the development of the factual background for the industry's case to be made before the Committee on Reciprocity Information and the U. S. Tariff Commission.

The Committee on Reciprocity Information is now accepting briefs recommending modification or withdrawal of tariff concessions on individual products, previously negotiated under the General Agreement on Tariffs and Trade. Concessions originally negotiated at Geneva in 1947, at Annecy in 1949, or at Torquay in 1950 may be modified or withdrawn by the United States or by any other contracting party after January 1, application of Article XXVIII. General Agreement.

At the Ninth Session of the General Agreement, which is scheduled to open October 28, it is expected that proposals will be made to modify the application of Article XXVII.

The tuna industry's committee engaging the Stanford Research Institute represents American Tunaboat Association, Fishemen's Cooperative Association, and the Tuna Research Foundation. E. L. Morris, director of the Foundation, has been appointed as the committee's fiscal officer.

Decision as to who as counsel, will present the industry's case before the Committee on Reciprocity Information and the United States Tariff Commission had not been made as this issue of *Pacific Fisherman* was prepared for press.

• STANFORD RESEARCH — Stanford Research Institute, engaged to conduct an economic research study of international tuna trade, is recognized as one of the leading research groups of the world. Indirectly affiliated with Stanford University, and with headquarters in Palo Alto, Calif., it is widely known as an agency equipped to conduct scientific or economic research of the most exacting character and the highest order of objectivity.

Its selection to undertake the study would indicate that the tuna industry committee is determined that its case shall be based upon data which cannot be attacked on the basis of prejudice, and which will stand up under the most exacting and expert scrutiny.

The step is unique in the history of presentations by the Pacific fishing industry on economic subjects; although it is basically akin to the salmon industry's sponsorship of the studies of the Fisheries Research Institute in the field of aquatic biology of the salmon.

• IMPORT PROBLEM concerns both frozen and canned tuna. Industry position with respect to these separate problems seems to be:

1. Frozen tuna should not be bound on the free list.

2. Canned tuna should be cleared from the restrictive provisions of GATT against import quotas; and imports related to a predetermined proportionate share of the market.

Major packers of tuna in California are issuing bulletins to their brokers of which that sent out by James B. Lane, president of Westgate-California Tuna

Objectives of Research Analysed—

• Analysis of the objectives of further economic research with respect to the tuna industry and the effect of tuna imports is presented by a Southern California operator. Although the firm wishes to be anonymous, its discussion is worthy of careful study, and follows here:

1. Determination and exact statement of the real objective of the United States policy with respect to Japanese trade, particularly as it affects tuna.

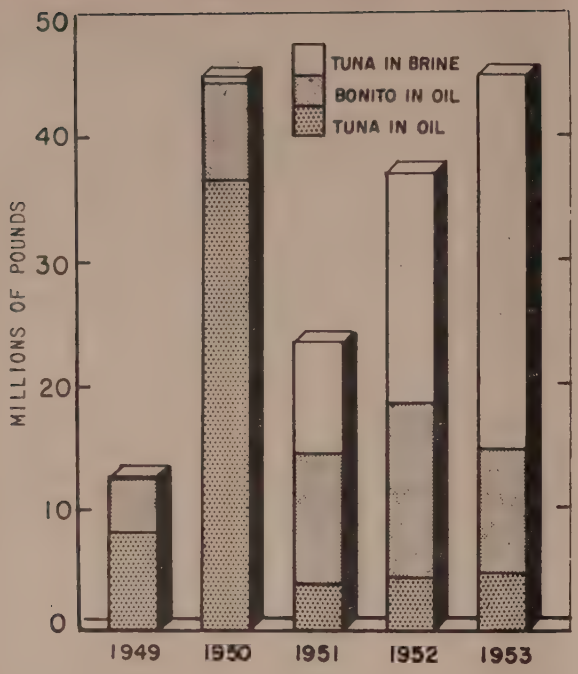
2. How nearly has the action of the United States conformed to or produced the real objective.

3. What has been the effect of United States practice on domestic industry and Japanese industry.

4. What has been the effect of United States policy or position on the growth or regression of the several parts of the United States tuna industry.

5. The need for and effect of purchase of Japanese frozen fish by American canners. Ability of Japanese industry to expand? Why does U. S. industry buy Japanese fish?

6. What has been the effect of U. S. purchase of tuna on the consumption of tuna in Japan by Japanese?



Brined Tuna Dominates the United States' imports of canned tuna, while bonito takes a long lead over imports of tuna canned in oil. Bonito and brined tuna pay import duty of 12½%, against 45% for tuna canned in oil.

Packing Co. is rather typical. This bulletin stated:

"As you know, the domestic fishing industry is endangered by vast imports from foreign countries. Canned tuna imports for the period ending June 30, 1954, totaled 843,953 cases, of which amount, Japan exported 648,869 cases. Total canned imports amounted to 14.6 per cent of the total apparent consumption with Japan supplying 13.4 per cent of this total. 1.2 per cent came in from *all* other sources.

"We have received information that the State Department intends to include several fish products as subjects for discussion with the Japanese in the coming multilateral Trade Agreements negotiations. Such discussions would ultimately result in still lower tariffs on all tuna products.

"Will you please contact your Senators and Congressmen asking them to contact President Eisenhower requesting the Executive Branch to keep all fish products *off* the list of subjects to be considered at the coming United States-Japanese Multilateral Trade Agreements hearings."

• QUOTA CONCEPT—Mr. Morris, in September, appeared before the United States Delegation of the Ninth Session of the General Agreement of Tariffs and Trade, speaking for the Foundation, for the ATA, the Fishermen's Cooperative Association, the California Fish Canners Association, Inc., and the albacore fleets based in San Pedro and San Diego.

We quote excerpts from Mr. Morris' brief:

"Both the tuna fishing and the tuna canning industry have the most vital interests at stake in the character and administration of the General Agreement on Tariffs and Trade. It would not be too much to say that the future welfare of our industry revolves about the action of the United States with respect to GATT.

"This industry has used the escape clause procedure, in search of a remedy, to no avail. Now we are about to be faced with further trade agreement concessions principally to Japan. Thus we find ourselves hedged in more and more.

"In exploring all sides of possible channels of action, we find that the chief source of our difficulty lies with GATT; and that of the various GATT provisions that are adverse to our position, the most objectionable is the ban in import quotas under Article XI.

"It seems to us who actually face the problem of imort competition from Japan that import quotas would more nearly fit our needs than would a tariff. . . Nor do we have in mind a quota limitation that would cut back imports far below present record levels. It would be possible to relate imports to a predetermined share of the market, perhaps the present record level, so that they would participate in any expanded consumption that might be developed.

"In view of our direct experience of the past several years, we strongly urge that the United States Delegation to the Ninth GATT Conference be instructed to clarify the constitutional position of the United States to other countries and to insist that our participation in an international trade body be limited by the constitutional provisions that give to Congress the exclusive and *unilateral* right to establish and adjust our tariff and to regulate our foreign commerce."

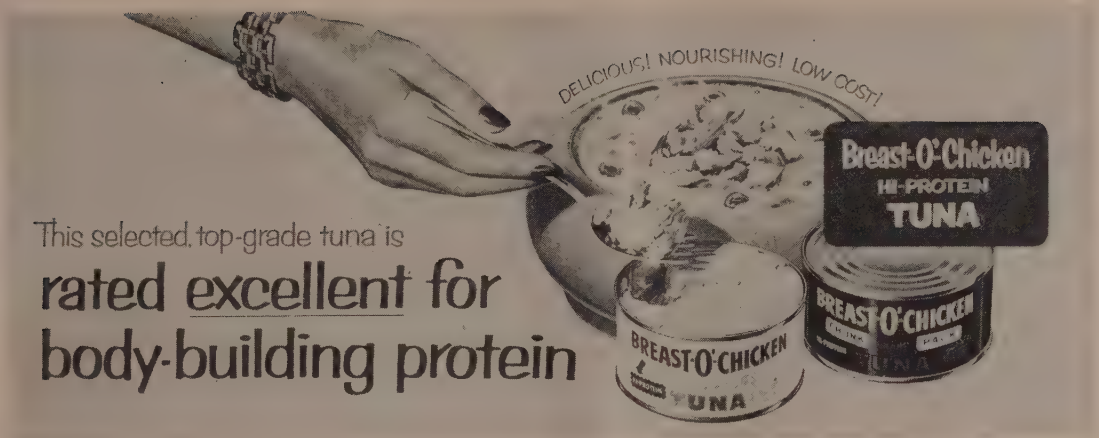
• NO QUICK RELIEF—It appears unlikely that the tuna industry of California can anticipate any immediate relief on the subject of imported canned tuna. The industry recently received a report based on discussions with O. R. Strackbein, indicating that no effective relief from the prevailing import problem can be had via a trade agreement and that the industry must look to legislation to meet the objectives of the industry.

Another viewpoint was expressed recently in a report from the Fishery Products Division of the National Canners Association: "Although the Committee for Reciprocity Information will hear the views of industry with regard to modifying or withdrawing tariff concessions negotiated under the General Agreement, it would appear that any action by the United States having the effect of raising tariffs would be contrary to current policy of the President and executive departments."

California Canned Tuna Pack — August, 1954

(In cases of 48 cans, except as indicated.)

White Meat Tuna	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	Total
1-lb.	1,882	....	....	....	....	....	1,882
½-lb.	198,483	....	78,751	67,565	1,060	291	346,150
¼-lb.	33,235	....	9,916	....	....	....	43,151
Light Meat Tuna							
4-lb. 12s	2	....	1,070	....	....	....	1,072
1-lb.	1,228	106	3,706	590	....	....	5,630
½-lb.	112,768	27,158	500,067	102,780	5,157	3,996	751,926
¼-lb.	13,484	345	39,047	....	....	5,276	58,352
Bonito							
4-lb. 12s	....	....	47	....	....	....	47
½-lb.	....	....	3	1,153	....	....	1,156
Yellowtail							
½-lb.	....	6	50	316	....	....	372
Total Packs	361,082	27,815	632,657	172,404	6,217	9,563	1,209,738



Honorable Mention was awarded this tuna transit card of Westgate California by the Advertising Association of the West at its recent annual copy competition. It was rated as representative of the best in car card food promotion.

"The Fleet's in"—

That's the Keynote of 1954 National Tuna Week,

• California's tuna industry selling enters November with the assistance of National Tuna Week, November 4-13.

Keynote of the National Tuna Week promotion, planned through the Tuna Research Foundation and the J. Walter Thompson advertising firm at Los Angeles, "The Fleet's In," a bountiful catch, and high quality tuna, attractively priced for the American housewife.

Colorful advertising in full page copy, blue and white, will appear in national and trade magazines the country over, supplemented by direct mailing to grocery chains, canned fish buyers, etc., radio, television promotion, etc.

All this in addition to the average of $8,000,000 a year spent to advertise tuna by major tuna canneries in California.

National Tuna Week has become a late fall rallying time when the sales division of the California tuna industry cooperates in a joint promotion program through its association; supplementing the joint effort with stepped-up advertising and sales program of individual organizations.

Westgate Advertising Wins Honorable Mention

Westgate-California won special honors from the Advertising Associa-

Hot Dishes Feature fall tuna advertising of Star-Kist Foods as it was tied-in with National Tuna Week, opening November 4. Today's culinary literature is bright with perfected dishes using tuna to add zest to the meal.

Look for the Mermaid on the label
for the choice tuna
CENTER CUTS!
Tuna Macaroni Cheese Loaf
MACARONI LAYERS
TUNA LAYER
Cook macaroni in boiling salted water until tender. Drain and rinse. Combine bread crumbs, milk, cheese, parsley, onion, pimiento, salt and eggs. Stir in macaroni. Pour half the mixture into a greased 5"x10" loaf pan. Combine tuna, eggs, salt, paprika, pepper, parsley, lemon juice, bread crumbs and milk. Pour over the macaroni mixture. Pour remaining macaroni mixture over tuna. Bake in a moderately slow oven (325°F.) 1 to 1½ hours. Slice and serve. Makes 8 servings.
America's Biggest-Selling Tuna
has the Mermaid on the label!
Chicken of the Sea
CHUNK TUNA STYLE
ALSO PACKERS OF
1. DIETETIC TUNA
Low salt, low calorie count
2. STRAINED TUNA BABY FOOD

Blond Mermaid is a bright little "gimmick" featuring all Van Camp labels and advertising, of which this tuna macaroni cheese loaf copy is typical. This was the advertisement which featured Van Camp's tie-in with National Tuna Week.

tion of the West at its recent 51st annual convention.

The company received honorable mention for its transit card advertising of *Breast O'Chicken* tuna during the past year. This campaign was credited to Lyman Powers, of the Foote, Cone and Belding advertising agency, whose original art creations won recognition; and to Ken Thurston, vice president of the agency and account executive for Westgate-California advertising.

Transit cards were only one feature of the company's extensive nation-wide advertising in various media, including newspapers, magazines and television.

On television, *Breast O'Chicken* sponsors the Liberace program.

Breast O'Chicken's premium offer of a free plastic salad fork and spoon set, a feature of the company's summer advertising campaign, has met with tremendous response.

It appears certain that more than 100,000 of the sets were distributed to consumers by September 15, the expiration date of the offer.

Japan Ships Yellowfin To Puerto Rico Plant

Japan recently shipped 300 tons of frozen Yellowfin tuna to the National tuna cannery in Puerto Rico, according to a report from our Tokyo correspondent, who says that this initial business has been followed by another order for 200 tons.

9,000 Tons of Tuna Delayed in Unloading

As this issue of PF went to press, it was estimated that around 9,000 tons of tuna were being held at dockside in San Diego under refrigeration by the numerous tuna clippers waiting to be unloaded by San Diego canneries. Some boats were delayed as long as a month because canners reported they were not immediately able to process the tuna.

The tuna purse seine fleet at San Pedro was in a much better position, however. Tonnage from these boats delivered in September had been taken into the canneries, including the large run of local Bluefin which occurred in late August.

For the tuna clippers, this delay in unloading will mean that many of the boats will be able to complete only two trips before the close of the year.

Japanese Canned Tuna Inventory Causes Worry

Japanese tuna packers this fall gave evidence of inventory worries for the first time since the war.

At the end of September they were reported to have 700,000 cases of tuna on hand unsold, having disposed of 300,000 cases of lightmeat and 200,000 cases of white meat already this year.

Impression of our correspondent was that the industry would try to sell 300,000 cases out of stock by the end of the year, carrying 400,000 cases into 1955 in the hope that they could move it before the end of Lent and the advent of the new canning season.

He says: "Industry leaders are making great effort in financing distressed packers and in requesting the favor of banking establishments, who have begun to show sympathy. However, it is confessed by the executives of the companies that they must manage the situation in the future, both as to production and sales, in such a way that this bitter experience may never be repeated."

It is anticipated from the conferences being held frequently that a national canned tuna production and sales plan may be expected to emerge.

FAWS Tuna Study Wins National Award

The U. S. Fish and Wildlife Service won a national award in competition with other government agencies for its "Survey of the Domestic Tuna Industry," prepared in connection with tariff studies of the tuna business.

The award was made by the American Marketing Association as first

prize for marketing research studies. A. W. Anderson and W. S. Stolting of the Branch of Commercial Fisheries, senior authors, received the award.

Mitsubishi Tuna Vessels Will Deliver to Samoa

Japanese tuna circles were surprised by the sailing in October of a 150-ton Mitsubishi Shoji K.K. tuna vessel to fish and deliver tuna to the American cannery at Samoa. This indicated at least partial agreement on terms by which the Japanese would resume such delivery. Approximate minimum landing of 1,200 tons is specified.

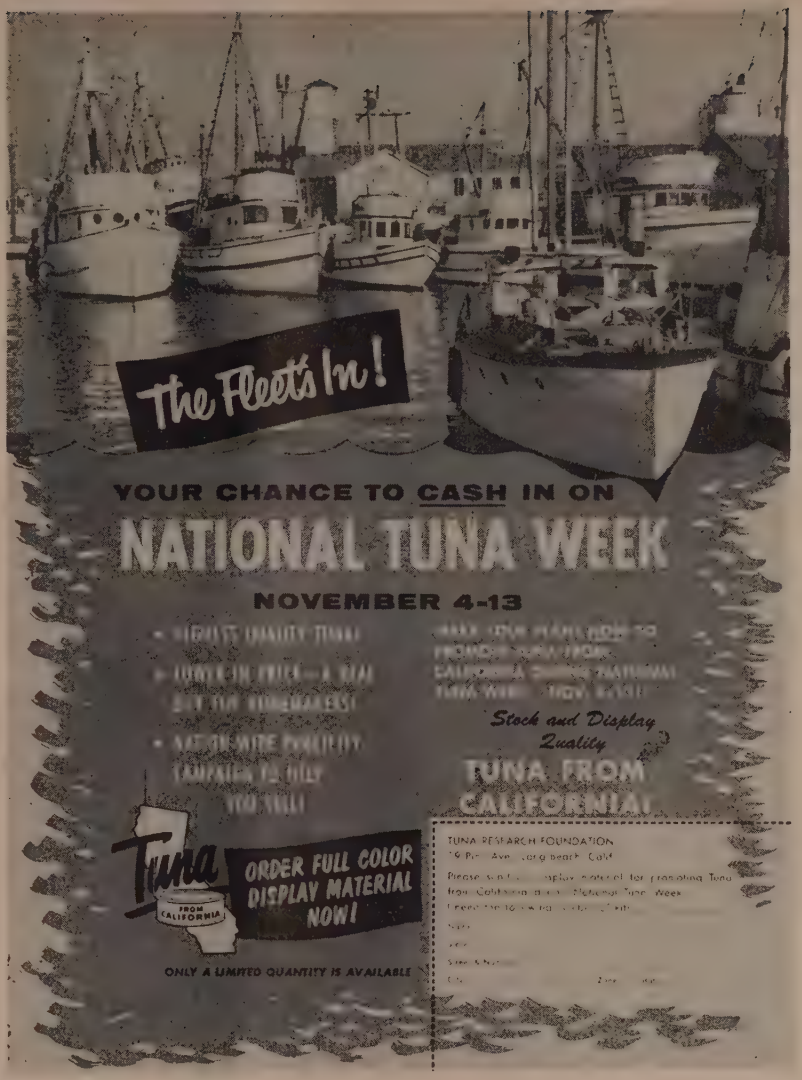
Price for the tuna is said to be quite variable, according to species, size, and general suitability for the American market.

Apparently more important to the Japanese than any other consideration are the provisions for basing and supply of their vessels in American or Trust Territories. Five vessels and a supply ship are to operate at first, with the fleet increased if arrangements prove satisfactory.

Wakefield Firms Lose Labor Practice Ruling

Wakefield's Deep Sea Trawlers, Inc., and Wakefield Fisheries, Inc., engaged in Alaska King crab operation, lost a National Labor Relations Board ruling at Seattle this fall when the examiner sustained the charges brought against them by three members of the I. L. W. U. Local 3. The case brought by a third man was dismissed.

The examiner held that the three men, dismissed by the company on grounds of misconduct and bad workmanship following a strike, were entitled to reinstatement and compensation for loss of earnings suffered.



The Fleet's In was the theme as the Tuna Research Foundation carried its promotion of National Tuna Week to the food distribution trade in advance of that annual tuna promotion period. Here is copy widely used to stimulate the trade to effective participation in this opportunity to cash-in.

Loker Heads California Fish Canners

Donald P. Loker

• Donold P. Loker, Star-Kist Foods Inc., became the twenty-first president of the California Fish Canners Association, Inc., as of October 1.

As of that date, also, the Tuna Research Foundation merged with the California Fish Canners to become a division of the CFCA, which was organized in 1932, with Wiley V. Ambrose as the first president.

Wm. C. Morehead, secretary-treasurer of Pan Pacific Fisheries, Inc., was elected vice-president of the CFCA, at the association's business meeting and Kenneth Berglund, Westgate-California Tuna Packing Co., San Diego, became secretary-treasurer for 1954-1955.

A new board of directors was selected at the annual meeting of the association October 13-14. It is expected new management appointments will be announced, affecting both the association and the Tuna Research Foundation. The Foundation's office is now located in Long Beach; that of the CFCA, on Terminal Island.

K. J. Berglund **W. C. Moorehead**

Lady With a Load—This is Capt. Phil Green's Puget Sound seiner **"Janet G."** struggling in Chatham Strait last summer with a stiff sea while carrying a catch of Chums that bore her horseshoe under. She had a season's gross stock of $75,000, made in Southeast Alaska and Puget Sound.

"Fixed Gear" Rule on Set Nets Fires Violent Alaska Reaction

● Court ruling that set nets are "fixed gear," and therefore subject to the statutory provision of the White Act that forbids any unit of fixed gear in Alaska waters within 1,800′ of any other, triggered turmoil with respect to the Alaska fishery regulations and administration for 1954.

The outcry rose principally on Cook Inlet and Bristol Bay, where set nets and stake nets have their principal employment in the fisheries of Alaska.

Decision tagging set nets as fixed gear was rendered late in the summer by Federal Judge George W. Folta in the case of Miller vs. Snug Harbor Packing Co., tried in Anchorage.

Judge Folta held, in effect, that a set net, being fixed to and limited to a certain location, was in fact "fixed gear" within the meaning of the law enacted in 1924.

● *FURY FLARED-UP* on Cook Inlet when it was found that the U. S. Fish and Wildlife proposals for regulations in 1954 carried the provision that the space between set nets, or between set nets and any other form of fixed gear, should be 1,800′ instead of 600′, as in the past.

John L. Farley, director of the Service, personally attended the hearing and also held conferences with interested persons. He explained that Judge Folta's decision made it mandatory upon the Service to regulate set nets as fixed gear and in accord with the White Act; and that the only means by which this could be changed would be by reversal of the decision in a higher court, or by act of Congress.

So far as operations in 1955 are concerned, Mr. Farley said it would be necessary for set netters to agree among themselves as to what set net locations were to be abandoned—after the manner in which the Southeast Alaska trap operators in 1954 determined what traps should be inactive in order to meet the Service's demand for a 50% reduction of trap fishing effectiveness.

He said the Service would not permit units of fixed gear to operate within 1,800′ of each other; but that it could not undertake to determine which units would be sacrificed.

● *TRAP SPACING DOUBLED*—It is obvious that extension of the distance between set nets to 1,800′ will result in sharp reduction of the amount of fixed gear fished—particularly on Cook Inlet.

Further sweeping reduction in gear fished in that area is expected to result from the proposal for spacing of one mile between traps, as compared with the present spacing of 2,500′.

● *LONGER CLOSED PERIODS*—Weekly closure of the Peninsula district prior to July 5 is proposed as 72 hours—instead of 60—with the further provision that it be a continuous closure of three days.

In support of this the FAWS announcement said:

"The additional closed time is believed necessary because of the depleted condition of the Red salmon runs of Bristol Bay . . . We know . . . that Red salmon caught prior to July 5 in the vicinity of the Shumagin Islands and False Pass primarily are Bristol Bay fish, and since the runs in Bristol Bay are depleted to the extent that severe restrictions have been placed on the Bristol Bay fishery, we are of the opinion that it is both fair and necessary that additional restrictions be placed on the fishery operating in the approach pathways, namely the Shumagin Islands and False Pass area.

"It is our belief, and always has been, that a 24-hour, or even a 36-hour closed period does very little good in obtaining Red salmon escapements through these waters."

Severe closed period and closed waters restrictions are proposed for protection of the Red salmon populations of the Kodiak Island district. For example, the main Karluk district is given only 5½ days fishing. Moreover, it is proposed to close to fishing all waters within Karluk River, and within one mile of where it enters Shelikof Strait.

Seasonal closure on King Crab fishing the first five months of the year is proposed for the Kodiak and Cook Inlet districts.

● *FIRM SEASONS SOUGHT*—Southeast Alaska proposals were comparatively insignificant and had to do principally with gillnets in the limited areas open to them.

Principal discussion relative to the Southeast Alaska proposals had to do with the flexible season-altering provisions rather than the seasons themselves.

Packers—particularly those of the Prince of Wales Island district—made no secret of their acute dissatisfaction with the early closure of the 1954 season in their district.

PACIFIC Fisherman's NEWS

NOVEMBER 1954

Two Men Lost And Five Hurt In Boat Blast

Two Monterey fishermen were lost and five injured last month in a blast at Avila which destroyed the Monterey purse seiner *Santa Lucia*.

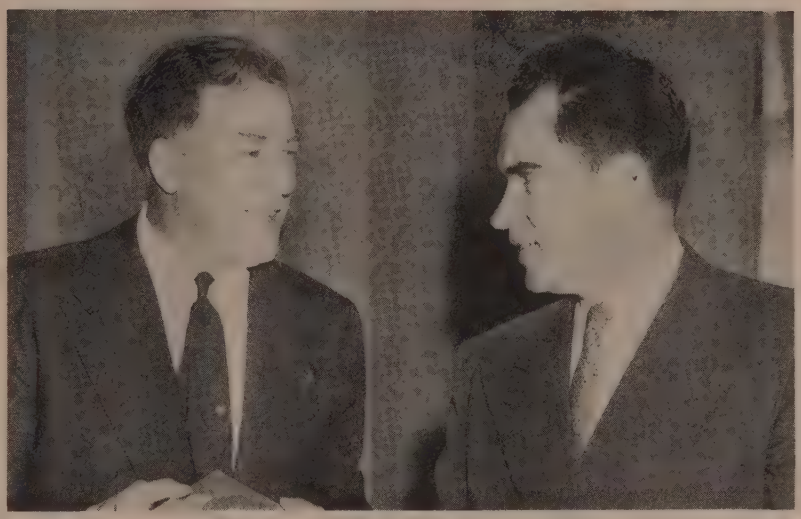
The dead are Frank J. Cardinale, 42, president of the Monterey Purse Seiners Association for the past several years; and his cousin, Jacques Cardinale, 40, who arrived from Algeria about four months ago to make his home in Monterey.

Others on board were: Francis Cardinale, not injured but who wandered in a daze for some time following the explosion and fire before he was found in a nearby residence; Horace Adagio, head contusions and burns; Salvatore Romeo, 58, skipper of the boat, minor injuries requiring first aid; Antonio Bellici, 51, minor injuries; Neno Tarantino, 64, multiple bruises; Joseph Salameri, 34, seriously injured; Frank Pedrese, 33, serious injuries; and Charles Caldwell Jr., dock hand, severe burns.

According to some witnesses, the *Santa Lucia* had discharged a load of anchovies and had proceeded to the oil dock to fill a 300-gal. auxiliary engine tank with gasoline. A sudden explosion, heard five miles away, split the ship, and a line on the dock burst and fed the flame with gushing diesel oil. A tanker, half loaded, was towed away from the dock and saved.

The *Santa Lucia* sank within 15 minutes. The explosion was at 5:55 p.m., and the fire, sweeping 200 feet of dock was fought by fire boats and shore crews until 8:30 p.m. The injured made their way to a nearby fish receiving dock in a skiff, and were rushed to a hospital in San Luis Obispo. A report stated that most of the men injured were blown overboard. The missing Cardinale men were said to have been near the tank which exploded, and neither was seen again.

The *Santa Lucia*, valued at an estimated $75,000, was built in 1937 and owned by Oracio Cardinale and his two sons, Joseph and Frank. Joseph died of a heart attack on the ship two years ago. The father and mother have died since. The ship was owned by Frank and his sister-in-law, Mrs. Joseph Cardinale. The vessel was insured.



Vice President Nixon was invited as the honor guest at the recent Fishermen's Fiesta at San Pedro, and is shown here with Donald P. Loker, chairman of the Fiesta, who is also the newly-elected president of the California Fish Canners Association.

'54 Halibut Worth Over 11 Millions To Fishermen

Catch of halibut by American and British Columbia fishermen from the North Pacific in 1954 had passed 70,000,000 lbs. before presstime for this issue, and thus had attained the all-time record for this fishery.

Value of the catch *to the fishermen* was calculated by the International Pacific Halibut Commission as above $11,000,000.

The catch was produced by 670 regular halibut vessels, plus some 600 small craft. Fishermen participating approximated 4,000.

"Geronimo" Will Hunt Giant Sea Specimens

An unusual assignment for a commercial fish boat has come to the **Geronimo** of San Pedro. Under command of her former owner, Fortunio Brocato, she will search for fish specimens for the huge, new Marineland of the Pacific, nearing completion at Portuguese Bend, near San Pedro.

Brocato has been retained to skipper the boat for a year to hunt for such species as giant rays, shark, octopus, sunfish and swordfish. The Oceanarium will feature two of the largest salt water tanks in the world.

The **Geronimo** was built in 1945 by John DiMeglio and is a 37-footer, powered with a Nordberg engine.

For her new job she is being equipped with four portable specimen tanks of plywood, coated with fiberglas. The circulating water system for the tanks will be operated through a Crofton diesel engine.

There will be a specially-designed blanket-lift net aboard with which the boat will hope to land big blue sharks and basking sharks.

Australia Tuna Catch Record Is Broken

According to the Australian Fisheries Newsletter, a new boat, the **Fairtuna**, fishing between 40 and 50 miles northeast of Green Cape, New South Wales, caught 22 tons of tuna in 1½ hours with 7 men fishing. This beats the **Senibua's** record of 29½ tons of tuna in 3½ hours with from 4 to 10 men fishing. The fish caught by the **Fairtuna** averaged 30-35 lbs., but went occasionally to 50 lbs.

MURPHY DIESEL

Auxiliary Power sails with the Tuna Clippers

The same rugged dependability and operating economy that has made Murphy Diesels so popular as propulsion engines for smaller craft has led to their adoption as auxiliaries for larger boats. Typical examples are the tuna clippers shown. Each has two Murphy Diesel marine type generator sets to handle vital electric power requirements for refrigeration, lighting, gear, etc. on long cruises.

With Murphy Diesel power on board, you can be sure of getting the most for your money with the least amount of trouble. The reason lies in Murphy's exclusive combination of design features. They are all described in the booklet, *"10 Reasons Why Your Next Engine Should Be a Murphy Diesel."* Ask your Murphy Diesel Dealer for a copy or write direct.

Murphy Diesel Marine Propulsion Engines, 90 to 225 H.P.; Auxiliaries, 90 to 240 H.P.; Marine Type Generator Sets from 60 to 154 K.W.

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CHANGE OF ADDRESS: Please send notice of change of address to 121 Second St., San Francisco 5, Calif., as early as possible, and include both old and new addresses, plus zone number at new address.

ADVERTISING: Complete plates only should be sent to Pacific Fisherman, 235 N. W. Park Ave., Portland 9, Ore. . . . Advertising copy and cuts, instructions, all insertion orders should be sent to the Seattle office.

The **Jean Lynne** and the **Premier** have new RCA direction finders aboard, Models AR-8711, supplied by Shepherd Marine, San Diego.

Sun Pacific Fleet Numbers 14 Vessels

Approximately 14 American flag vessels are now delivering tuna to Peruvian canneries or freezers. The boats are managed by Sun Pacific Inc., Jack Crivello, president, and include the *Sun Dawn, Sun Splendor, Sun Harbor, Sun Streak, Sun Beam,* Nordberg-powered purse seiner; *Sun Star,* the former *Sea Traveler,* to be converted to all-brine; *Monterey Fisher,* and the *Kildeer,* the latter two, purse seiners.

Sun Pacific operates the *Puerto del Sol,* former Canadian corvette, as a freezership for carrying Yellowfin and Skipjack. The vessel's last cargo was delivered to the Astoria plant of the Van Camp Sea Food Co. Jan Gottschalk is skipper of the 210-foot vessel.

It is the policy of Sun Pacific to rotate skippers on the vessels fishing under contract for Peruvian interests. One of the freezers served by the fleet of "Sun" boats is located south of Paita, Peru.

American Crabber Lost Fishing Hecate Strait

First loss of an American crab fishing vessel in Hecate Strait came early this fall when Harry Furford's 50' *Saru* of Grayland, Wash., capsized and sank in 26 fathoms two miles off Cape George, about 50 miles southwest of Prince Rupert.

She had a load of crabs and much gear on deck when heavy weather shifted the load and rolled her over.

Furford, Wayne White and Robert Winan put off in a rubber raft and were picked up by the fishing boat *White Swan.*

Barbara Lee, another American crabber, hauled the *Saru's* pots which were still fishing.

Guard and Fishermen Arrested by F.B.I.

A stream guard employed by the U. S. Fish and Wildlife Service and seven fishermen were arrested in Southeast Alaska this fall by the Federal Bureau of Investigation of charges of bribery, accepting a bribe and illegal fishing.

The stream guard was Lewis Staudt, who is accused of having accepted four bribes, totaling $350, to permit the seiner *Brac* to fish in Hunter Bay during a closed period.

George Mackie of Ketchikan, skipper of the fish packer *Fairbanks,* is accused of having given Staudt $250. Others arrested were Frank Jones, skipper of the *Brac,* accused of having paid a bribe of $100; and the crew of the seiner, including Andrew and Cecil Dyankanoff, Carl Noon, John Jensen and Ed Polk.

Phil Green Signs-Up First Great-Grandson

Phil Green, veteran Puget Sound and Alaska purse seiner, and formerly for over 20 years president of the Puget Sound Purse Seiners Association, has been passing out cigars in honor of the birth of his first great-grandson, born Oct. 1 to his granddaughter, Mrs. Art Gannon.

Phil is still fishing on the *Janet G,* but says his son Joe (a partner in the boat) does most of the work. Joe's son is a member of the crew, and Phil says the new boy (Joe's grandson) will be joining the crew before 1970. Incidentally, the *Janet G,* now some 25 years old, continues to hold her place as one of the high boats of the fleet, and Phil says this has been one of her best years, if not actually the best. Gross stock was around $75,000.

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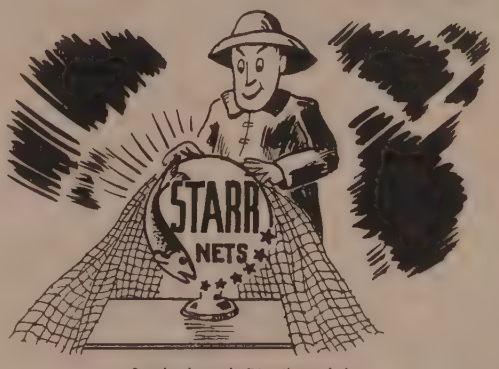

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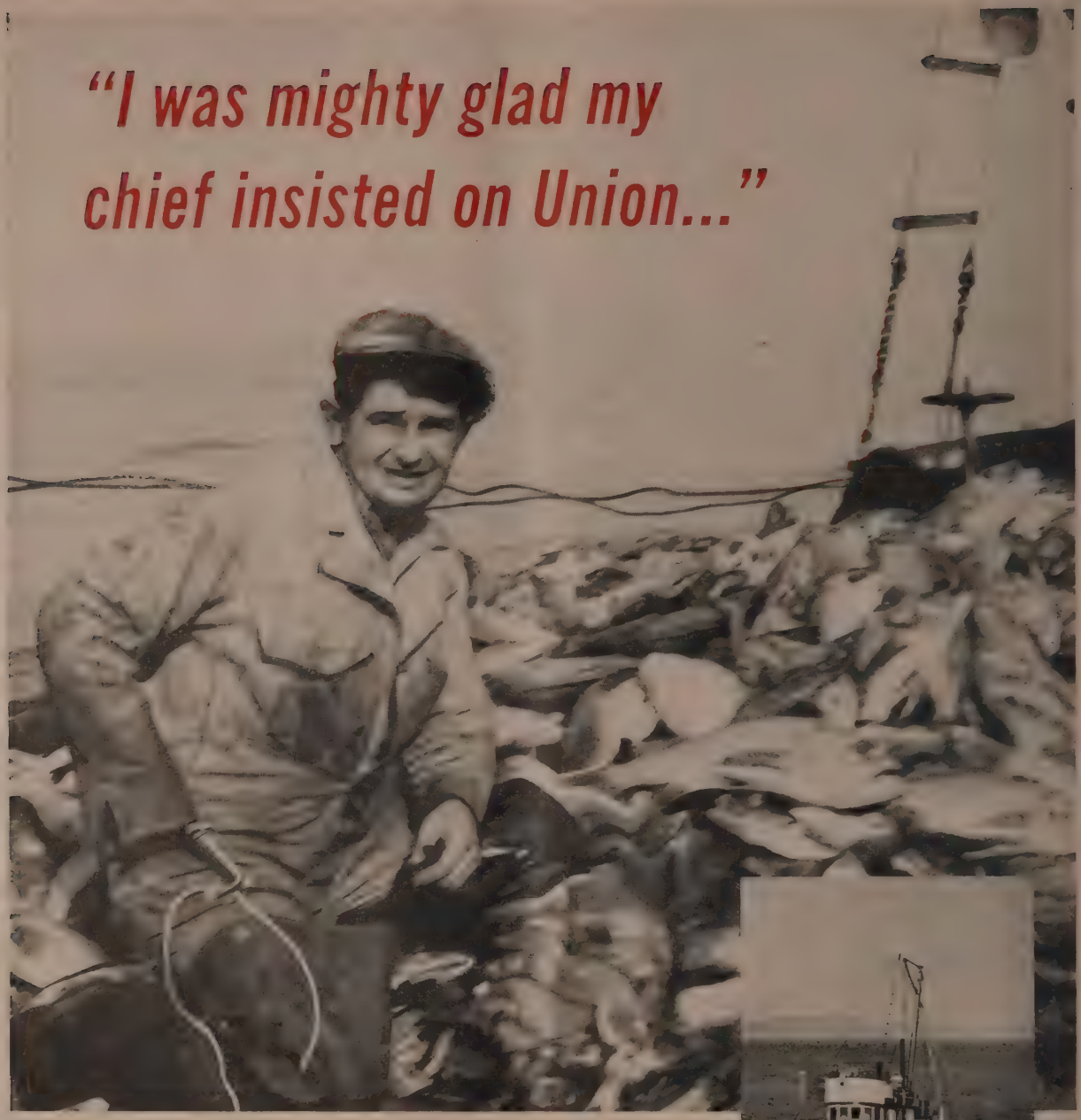

Jack Ray, skipper of New England Fish Co. trawler, Oregonian of Astoria, Oregon

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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

*Petrale will attempt to answer questions from readers; and will welcome correspondence relative to developments which fishermen may consider worthy of inclusion in future editions.

Comments, questions and contributions should be addressed to: PETRALE, Care Pacific Fisherman's News, 71 Columbia St., Seattle 4.

How Drum-Trawl Mechanizes Stern-Set Dragging

Drum-trawling, designed to permit fishing a bigger net, with less effort, perhaps with fewer men, and in virtually any weather when a man can stand on deck, is to be tried-out in the Florida shrimp fisheries through the coming months by a pair of Puget Sound trawlers, *Paul L.* and *Sunbeam*.

These boats, owned by the Luketa family, will be commanded by Capts. Rudy Schultz and Dan Luketa.

The patented gear with which they are equipped was designed and partly built by Frank Luketa.

Outwardly, it looks a good deal like a purse seine drum, although much smaller. Actually, there are two drums on one axis, the wide main drum and another of the same diameter, but only about 8 inches in width. This serves as the trawl drum for the try-net; and also as a winch for lifting the cod-end aboard. Speed on this try-net drum is remarkable, with a range from 50 to 700 feet per minute.

Gulf shrimp fishermen usually use a small try-net to determine the availability of shrimp. When a fair quantity of shrimp are caught with the try-net, the larger otter trawl is set. The drum trawl gear is designed so that when the doors are brought up to the A-frames the net is unshackled and hooked to the drums. The wings of the net are then spooled onto the drum. The cod-end is picked up in the conventional manner by hoisting it in over the starboard side. Both the *Sunbeam* and *Paul L.* are equipped with hydraulic drive for the drums, and are designed with four speeds in either forward and reverse at any engine setting. This allows for a rapid operation of the gear while supplying ample power for heavy loads.

The gear has been tested in Puget Sound and the operation was considered successful. Frank and Don Luketa feel the gear will do away with a considerable amount of labor and will be more operative in heavy weather. The trawlers left Seattle in October and will work first out of Tampa.

The trawl drums and much of their auxiliary equipment was made by Rowe Machine Works, Seattle. The *Paul L.* is equipped with a Rowe combination trawl and seine winch; while the *Sunbeam* has separate-drum Rowe trawl winch.

Luketa Drum Trawl rig and its sponsors are pictured here. Note the patented doors and drum, the latter for winding the trawl aboard after it has been hauled by the regular trawl winch. Time, labor and gear savings are reported by Frank Luketa, left, inventor and designer, and Dan Luketa, fishing master who finds the gear a real advance in fishing method and efficiency.

It should be understood that the trawl drum operates in addition to the trawl winch and does not displace it in any respect.

The boats are equipped with Luketa trawl doors, for which patents have been applied. These doors differ from the usual in their design, construction, attachment of fittings and provision for adjustment.

The try-nets will be equipped with yet another type of doors, these being of steel plate, galvanized, and with a V-section. The doors operate with the convex side of the V forward and are designed to prevent mudding-down.

All drives of all winches and drums are hydraulic, with an interesting control arrangement by which either or both of two pumps can be brought into operation instantly from the control

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The Fish Net & Twine Company will continue to make this netting available to the fishing industry as this famous brand of seine twine is being used exclusively in the manufacture of all cotton netting produced in our factory.

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station at the drum.

Patented feature of the system and the doors include a number of specialized hooks and rigging devices which permit a minimum number of men to handle nets of large size safely, rapidly, and without material physical effort.

"Cobb" Returns from Alaska

The U. S. Fish and Wildlife Service vessel *John N. Cobb* returned this fall from a two-month exploratory cruise in Prince William Sound area of Alaska. The investigators using a variety of trawl gear searched the area to determine the potential of shrimp, king crab, and bottomfish. A total of 88 other trawl drags were made with a standard commercial otter trawl. The survey indicated commercial quantities of Pacific Ocean perch were available in off-shore waters adjacent to Prince William Sound. Catches ranging from 1,100 to 6,000 pounds per hours towing were made in the vicinity of Middleton Island. Another area yielding good catches of perch was 12 to 24 miles south of Point Erlington. Up to 3200 ponnds per hour were caught on this ground along with fair catches of black cod. Most of the better catches were made at depth ranging from 80 to 122 fathoms. Drags made inside of the 50 fathom contour produced mostly starry flounder.

A number of shrimp tows were also made in the Prince William Sound area and "favorable" catches were made in Orca Bay, Port Gravina, and Montogue Strait.

Catches of shrimp, which were mostly pinks ranged from 212 to 310 pounds per hour.

Canadians Tag True Cod

Biologists from the Pacific Biological Station at Nanimo, B.C., have been experimenting with tagging Pacific True Cod. A number of problems have confronted the taggers in finding a suitable tag and method for tagging this species. Tags placed on with the normal ridged pin and disc were not practical, because of the body shape of the true cod. A further problem was encountered by bloating of the species when it is brought to the surface. Preliminary tagging was started in 1952 when 10 opercular (cheek) tags were placed on true cod. The gas from bloated fish was released by puncturing the body cavity with a knife. Three of these tags were recovered by fillet-line workers, but none was noted by the fishermen. The biologists decided that the cheek tag was not apparent to fishermen and began using a tag which was attached with monofilament nylon. The nylon was secured through the back of the fish and disc tags were tied to the nylon. A total of 256 tags were released this year and 7.8% have been returned, many by fishermen. The fish which were tagged in Satellite Channel area of British Columbia showed very little movement. True cod has become the number one bottom fish in Northwest trawl landings and an investigation into the life history of the fish is needed.

New Trawl Float

A new type deep-sea trawl float is being produced in the U. S. which is similar to the English "Phillip's float." The aluminum alloy float has become very popular during the past few years for deep-perch fishing. The new float, called the Foster "Five Hundred Deep Sea Float," is being manufactured in the midwest. It is a novel type of metal float in that it has no welded seam. The float is blown within a mold. The only evidence of a break on the surface of the sphere is a small plug which is welded in place. The new floats are currently being stocked by Seattle marine supply companies.

ALASKA FISHERMEN'S UNION

HEADQUARTERS
84 UNION STREET PHONE EL. 3425 OR EL. 2981
SEATTLE 1, WASHINGTON

P.O. BOX 42
SEATTLE 11, WASHINGTON

September 15, 1954

The Pacific Fisherman
Miller Freeman Publications
71 Columbia Street
Seattle, Washington

Gentlemen:

We are in complete agreement with your editorial on the Saltenstall Bill in the September issue of the "Pacific Fisherman." The wise use of these funds is of great concern to us.

We have already expressed ourselves that allocations should be based on need, rather than any political considerations.

To a certain extent, we are on trial in using these funds because if we are able to show that the use of the funds has materially increased our fisheries resources, it can be assumed that further appropriations will be forthcoming from the government. On the other hand, if these funds are to be used for purposes which are not strictly in line with fishery research and conservation, we will be open to criticism and can not expect further allocations for the development of our fisheries. It is because of these facts that your article was particularly welcome and well-taken by us.

Yours sincerely

ALASKA FISHERMEN'S UNION

George Johansen

George Johansen, Sec-Treas.

Reef Nets Not "Fixed"

Reef nets as fished on Puget Sound are not "fixed gear" within the prohibition of the Washington law, according to an October decision of the supreme court of that state.

The case was brought by Mike Pirak, Anacortes purse seiner. The decision is at interesting variance with that of Judge Folta in the Alaska Federal court, who held recently that set nets are "fixed gear" under the Federal law.

Abalone Diver Drowns

John James Pirog, Wilmington, Calif., in September drowned in 65 feet of water while diving for Abalone. Pirog was using the 38-footer *Elsie A.* for diving when his helper, Carl Richard Ermine, discovered that on the second dive, Pirog's helmet had slipped and the diver had become entangled in the lines.

Attempt to revive the diver by artificial respiration failed.

SAN PEDRO SEINE SETS

• *Alaska Reefer* docked at Hy-C-Tane, San Pedro, in late September, after a season in Bristol Bay for salmon. Andy Vilicich, no doubt, plans to send the freezership south for tuna soon. . . Matt Martin has replaced Anthony DiLeva on the board of governors of the Commercial Fishermen's Inter-Insurance Exchange, San Pedro. . . . For this insurance group, owned by fishing boat owners, Dale N. Hirt is district representative in Petersburg, Alaska, reports Stanley Brummel, secretary-manager. . . Solemn high mass was said in September for Philip LaFata, 22, lost at sea last May from *Western Clipper* in a storm off Mexico. Arrangements for the mass were made by the Seine & Line Fishermen's Union . . . Frank Padovan, 82, retired from fishing, died at his home in September in San Pedro. He leaves two sons, Nick, San Pedro, and Peter, Everett, Wash.

Fishermen's Fiesta Press Party was held this year in the dining hall of Pan Pacific Fisheries, Terminal Island, thanks to the kind invitation of Gerald "Red" Cigliano, president of the cannery. Nino DiMaggio was chairman of the fresh fish market operators who prepared and served the wonderful fish-spaghetti dinner (red snapper and shrimp). Giosue Di Masse, noted widely for his cooking skill, was chief chef. . . Mrs. Ray Katnich Jr. was chairman of the ticket committee for the Fisherman's Cooperative Auxiliary, sponsoring the Fishermen's Fiesta Coronation Ball, September 25. Dena Jeldrum, San Pedro, was chosen Skipperette of this year's Fiesta. Her father fishes on the *Sea Spray*. . . Joseph Mardesich Jr. was chairman of the Fisherman's Fiesta press party for which Tony Ostoich donated flowers for table decorations, etc.

Joan Selford, Mate of the Fishermen's Fiesta, is herself a fisherwoman. She had made two trips aboard her father's boat, the *Mary Ann S*, for Albacore. Another fisherman's daughter, Christine Trutanich, also was a Mate for the Fiesta. . . *Concord* and *California Bear* recently joined the California Commercial Fisherman's Association, Terminal Island. . . Much credit goes to the following for a very successful Fishermen's Fiesta press party: Louis Bozanich, Stan DiMeglio, Nick Mardesich, John DiMassa, Carmine DiMassa, Frank Mineghino, Barney Barnett, H. F. Pitt, Vincent Vitalich, Ralph Scognamillo, Tony DiLeva, Bob Scott, Cliff Harvey, Vince DiMeglio, Pete Balestreri, and Arthur Ross.

Tony Mihovilovic was host for the party aboard his purse seiner *Marauder*, which has completed seven trips for tuna thus far this year. Tony plans to stay in port to see what happens to the sardines. . . Robert Pelusi has been named sales manager for the Diesel Control Corporation of Wilmington, representing Buda and Hallett engines and Winslow Filters, etc. . . . Helen and Sam Bolstad (Bolstad Sales & Service) report a fine vacation trip for salmon fishing out of Astoria, Or. Helen reports a 26-pounder to her credit.

• *W. Wade Ambrose*, president of the American Tunaboat Association, has been nominated as a member of the board of directors of the California division, American Cancer Society. . . . Kettenburg Boat Works recently completed a 16-foot plywood tuna tender for the *Normandie*, using a Chrysler Crown, V-drive. . . The same yard completed a fiberglass job on the tuna tender of the *Mariner*, "Pete" Szalinski. . . The Jangaard brothers, Sverre and Chris, have an interesting fleet of boats under their jurisdiction: *Westpoint*, Carl Hanken, skipper; *Cape Falcon*, Louis Peterson; *North American*, the clipper which made history with the long-line in the mid-Pacific; *Cape Flattery*, purse seiner; *Storm*, *Alrita*, *Soupfin*, *Seattle*, and the *Dina*, Eureka.

Shepherd Marine recently supplied the *Jo Maria*, ex-*Sun Queen*, with two D17000 air-starting "Cat" engines, serving as auxiliaries. . . The same company installed on the *Star of the Sea*, George Silva, an RCA ET8050 HF radiotelephone unit. . . in a recent delivery of tuna by freighter from Pery, Westgate-California took delivery of a fish weighing 313 pounds. . . *Kathryn G* was a September fishing casualty when she broke down off Baja California and was towed to port by the Coast Guard cutter out of San Diego. . . *Electra*, which was recently repowered with a GM 110 diesel, 3:1 reduction, by the Crofton Co., delivered 20 tons of albacore to San Diego in early September.

Essie M, James Hickock, has been repowered with a GM 671 main engine, 3:1 reduction, by the Crofton Co., San Diego. . . "Pappy" Tucker, engineer on the *Sun Europa*, spent several weeks in the high Sierras hunting. . . . Hugh Latimer is now engineer on the *Sea Lark*, recently rebuilt at National Steel's yard in San Diego for the tuna trade. . . *Sun Dial* has been sold by Fred Brown and associates to interests in the tuna boat *Jenita*. . . A Bendix Model 125 automatic pilot has been installed on the *Eagle*, Jim Pringle, out of San Diego. Eminger's Radio Service did the job. . . Harold Cary, general manager of the American Tunaboat Association, is back on the job after a vacation, much deserved. . . The two new Soares' tuna clippers, *Cabrillo* and *Dominator*, will be equipped with Columbian five-bladed propellers. . . H. A. B. Sneve Co. is the Pacific Sales Representative for the Columbian company. . .

Mid-California Waters Yield Fair Tuna Catch

Albacore fishermen were "scratching" along with two, three and four ton loads out of Moss Landing at presstime. Signs for continuance of a fair season looked good, much better, the men reported, than last year when fishing came to an abrupt end the last of September.

Nils Farstad on the *Brisk* with seven tons and Sig Hovland skippering the *Daily* with five were among those with better than average deliveries. Hendry Beck of the *Cecelia B.* delivered seven tons into San Pedro where price was still $410 a ton. In Moss Landing the price dropped from $385 to $360 the last week of September.

Other boats unloading in the harbor were the *Platinum* with John Odegaard, *Gloria S.* skippered by Albert Swanson, *Seafarer* with Leonard Arntsen, the *Commando* with Einar Telnes and Trgve Mathisen's *Yaquina*.

Among the several hundred boats working out of Moss Landing were the *Pelican, G. and M., Rose Marie, Hey Mama, Belle J. II, Missionary* of Estacada, *Zebra, Remus, Ola B., Patricia, Escapade, Myrna, Pegren, Uyak, Arrow, Heron, Bonita, Jeanellen, Ann L., Twenty Grand, Penguin, Selma J., Sea Arrow, Sylvia, Sharon, Sun-Ra, Pixie, Kittywake, Joann, West Wind* and *Five Brothers*.

Threat of a cannery workers strike in San Pedro caused some uneasy feelings among the fishermen but buyers Ralph Marsh and American Freezer Co. continued to take the catches. Marsh trucked his fish to Pt. Adams in Warrenton, Oregon and American Freezer was sending theirs to C.R.P.A. in Astoria.

"Sebastian L" Flounders

Sebastian L, Santa Barbara, sank off the central Monterey County coast in September. The boat was fishing for Farallone Fisheries and was skippered by veteran fisherman Bob Knapp.

The skipper and crew were taken aboard the *Oslo*.

Faster, More Complete Service to Pacific Coast Fishing Vessel Owners Than Ever Before . . .

Our uniquely located Yard, Outfitting Dock and Machine Shop, Has Direct Access to Open Water—
NO BRIDGES . . . and now—TWO FLOATING DRYDOCKS

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To the Commercial Fisherman we offer:—

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- DEEP WATER OUTFITTING DOCK
- 35 TON STIFFLEG CRANE
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- RAILWAY SPUR TRACKAGE
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ALL RATES COMPETITIVE

Your smallest Job is important to us—
COME AND VISIT OUR PLANT AND DISCUSS YOUR PROBLEMS

The welcome mat is out for newcomers as well as for our friends of long standing

Our Cabinet Shop Can help you re-do the old deckhouse to comfortable modern standards.

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Designers and Builders of Wood and Steel Commercial and Fishing Vessels Since 1930

ARNE STROM, *Owner*

***Anne*, 58′ halibut boat owned by Erling Malnes, Seattle, recently repowered with 200-hp. Cummins diesel engine equipped with a 3 to 1 Twin Disc reverse and reduction gear and a Twin Disc front power take-off. The new engine, sold and installed by North Coast Marine Engine & Equipment Co., Seattle, replaces a Cummins diesel which has given faithful service since the vessel was built in 1946.**

What's Wrong on the Columbia?

● Another dismal August run closed the summer season on the Columbia River again this year, with only a spasmodic spurt or two in place of the sustained heavy fishing which until recent seasons had marked that month's fishing.

Competent fish men closely concerned with the Columbia River salmon are seriously disturbed with the break-down of the heavy run which for scores of years has been the most consistently maintained feature of the fishery.

For generations the pace of fishing began to pick-up about August 5. By the 10th the run was *good*, and from then to the close August 25 there was fish for everyone.

Four or five years ago this established pattern began to falter. August brought spurts of fish, rather than a sustained run. At first the condition gave no great reason to worry beyond the immediate present. However, with continuation of this August decline, and its increasing severity, causes concern to mount into actual alarm.

"The most serious element in the Columbia River's condition is this break-down in August", said a studious and competent observer when the bad news was in. "We could always count on a good run in August, but now even that seems to be hard-hit".

The Astoria newspaper, discussing the situation, said:

"Fishermen attributed the small catch to stream pollution, high mortality of fingerlings in dam turbines on their downstream migration, overfishing in earlier years, and the offshore catch of immature salmon".

Not one word about any lack of escapement. No indication of any recognition of the fact that the weekend closures and the closed season from Aug. 26 to Sept. 10 were designed to provide escapement—which is now caught by sport fishing.

There seems complete unwillingness to accept the fact that the very large sport fishing catch of salmon is taken during the closed season, and out of the salmon population which formerly provided the spawn which sustained the August run.

This is not the whole reason, but certainly it is part of it; and this adverse effect of sport fishing on escapement during the closed season seems to be something which it is convenient to overlook.

Certainly it is intelligent to look at the Columbia River fishery as a whole, and to assure adequate spawning escapement through the fishery, whether it be commercial or sport.

A caught fish will not spawn, regardless of how you catch him.

"Bozo" Blast Burns Skipper Robt. Bozin

An explosion in the engineroom of the *Bozo* at San Pedro severely burned the skipper, Robert Bozin, on the face and hands.

The boat was en route to a fueling dock at Berth 78 when the explosion took place. Bozin was pulled from the water by fellow fishermen.

Fishermen's Inter-Insurance Exchange Grows Steadily

The tenth year of operation of the Commercial Fishermen's Inter-Insurance Exchange, with home office in San Pedro, was completed with a report of encouraging progress and a continued rate of growth, according to the report issued recently by the Exchange, of which Stanley Brummel is secretary-manager.

The board of the Exchange states that the progress has been made possible by several factors:

"First, the inherent soundness of reciprocal insurance principles under which we work; secondly, through a membership which is growing more and more to realize that we can run our own financial and economic affairs successfully, and in so doing benefit in more than merely economic ways; and thirdly, in the fact that we as an Inter-Insurance Exchange, have been able to obtain the services of a staff who through a belief in these same principles are able to do a job well beyond that commanded by salary alone."

Inter-Insuranceman—Robert S. Duzich, member of the board of the Commercial Fishermen's Inter-Insurance Exchange

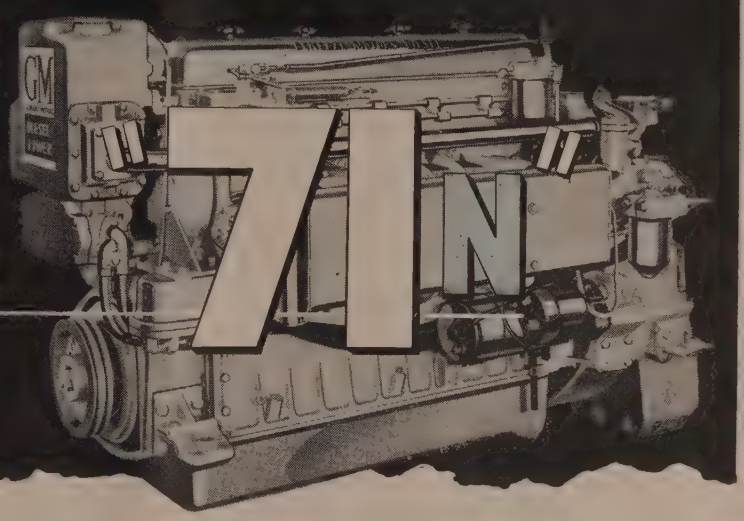
The Board of Governors includes Robert S. Duzich, Vincent Marinkovich, Andrew Tipich, Anthony DiLeva, Andrew Vilicich, Vincent M. Yelusich, Carman DiMassa, Slavko Ivancic, and Nicholas Felando. Earl W. Fisher is comptroller.

Washington advisory governors include Jack Saletic, Margret Mattson, Anthony M. Ursich, Obrenko Kokich, Matt Vodanovich, Paul Serka, Nick Mosich, Mike Castelan, George Cuculich, Martin Skrivaich.

There are advisory committees in Eureka, Astoria, Aberdeen, Everett, Bellingham and Seattle.

The Exchange is subject to insurance laws of the State of California, Oregon and Washington and is owned and controlled by its policy-holders.

WE SHOULD CALL IT the 71N



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You don't have to be an old-timer to remember when the first General Motors Series 71 Diesel was introduced. We called it the "71" in 1938 and we call it the "71" today.

But in 17 years these design improvements from top to bottom have given operators higher horsepower, lower fuel consumption and longer engine life. And now, a whole series of new improvements has made this fast-stepping, compact, 2-cycle Diesel better than ever.

NEW **17 TO 1 COMPRESSION** gives better fuel economy, squeezing more power from every gallon of fuel.

NEW **"FIGURE 8" CYLINDER LINERS** give you a cleaner burning, more efficient engine. Air intake area is increased 32% for more complete fuel burning and better exhaust.

NEW **IMPROVEMENTS IN PISTON PIN, PIN RETAINER AND CAM FOLLOWER DESIGN** mean longer life, less maintenance cost. High-valve unit injectors last longer because the valve assembly is away from high cylinder temperature areas. Hard-chrome steel "Lite-Tite" piston rings resist wear; are tougher and more flexible and give many more hours of service.

And—best of all—in your next overhaul you can incorporate any or all of these new improvements in any GM Series 71 Diesel engine you're operating today. "The Inside Story" tells you how these new improvements can help cut your costs and speed your jobs. Mail the coupon today for your copy.

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General Motors Corporation
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Please send me booklet "The Inside Story"

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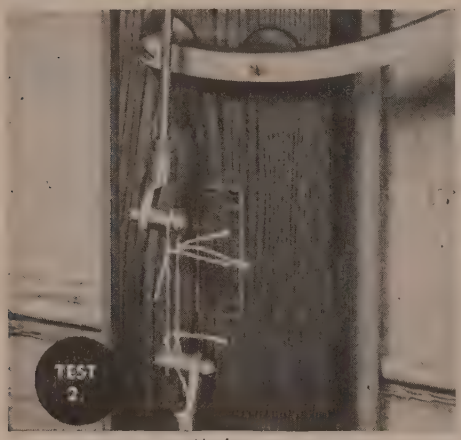
Single twine test



Mesh test

Two tough tests prove that Ederer nylon is your best net buy!

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Call your nearest Ederer sales office today.

Think back. Remember the biggest fish catch you ever made? Remember the terrific strain on your net?

Well that's nothing to the hundreds of peak loads a new Ederer STA-LOK nylon net will take. Ederer's twin strength tests make sure of it.

First, twine from each lot of STA-LOK twine is tested. If it passes, the whole lot is made into netting. Then a sample mesh is tested. Only then is Ederer STA-LOK Netting stamped O.K. This extra care means you are 100% sure of getting the finest nylon netting in the world. So make your next net an Ederer STA-LOK. Remember Ederer STA-LOK gives you more profit per pound of netting because:

1. **STA-LOK absorbs less water (it's easier to handle)**
2. **STA-LOK knots have less slippage**
3. **STA-LOK needs no drying, no cutching or tarring**
4. **STA-LOK resists fraying or tearing**
5. **STA-LOK wears longer, requires less care.**

EDERER Netting
Since 1881

EDERER Division
THE LINEN THREAD COMPANY INC.
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Seattle

SIG HEGGE
Billy Marie
Seattle

VICTOR OLSON
Violet
Alaska

HAROLD C. HANSEN
Claudia H.
Seattle

ERLING NILSON
Chatham
Seattle

—Photos by Caterpillar Tractor Co.

3 National Marine Clippers Delivering in Peru

The fleet of tuna boats now operated by National Marine Terminal Inc., George Dew, president, include three vessels delivering to Fricorificos Paita, S. A., Peru, the *Patria, Sea Giant* and *Fatima.* These boats conduct short off-shore trips for tuna and return their cargo in their bait tanks. Garnet Stevens is fleet manager in Peru.

Other National Marine Terminal boats include *Carol Virginia; Conte de Savoia, Judy S., Lucky Star, Lucy Elena, Mary Barbara, Mary Jo, Sea Preme, Sea Lark, Star of the Sea, Sun Jason, Talisman* and the *Betty C.*

The vessels fishing offshore in Peru are, of course, licensed by the Peruvian government.

Andrew Olson Drowns

Andrew Olson, 50, of Seattle, drowned in September when he fell off a dock in Fish Harbor, Terminal Island, on his way to the vessel, the *Atlantic,* on which he served as cook. His body was later flown to Seattle for services and burial.

Fish Holes Vessel

Employees of the Gillette Marine Ways at Eureka experienced something new in the way of causes of leaky ship bottoms recently when they examined Skipper Charles Ells' big dragboat, up for repair and overhaul in the yards.

Driven through the bottom of the vessel, to a one foot depth, they found a two-inch wide swordfish's "sword," broken off when the fish rammed the craft in Mexican waters.

Skipper Ells said the leak developed sometime later, as the vessel was returning to California waters.

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In addition to providing solid comfort, roominess, and durability, **TOWER'S NEOPRENE** waterproofs give special protection against oils, greases and ordinary acids. Hoods attachable to regular jackets may be purchased separately if desired.

For those not requiring the extra protection given by Neoprene treatment we suggest **TOWER'S "FISH BRAND"** oiled or **"ARROW BRAND"** rubber garments. Styles available include jackets, pants, hooded shirts, coats, aprons, sleeves and hats. All good dealers carry these items or can get them for you.

For folder of styles and detailed information write Department **PF.**

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A. J. TOWER CO.
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TOWER'S ARROW BRAND

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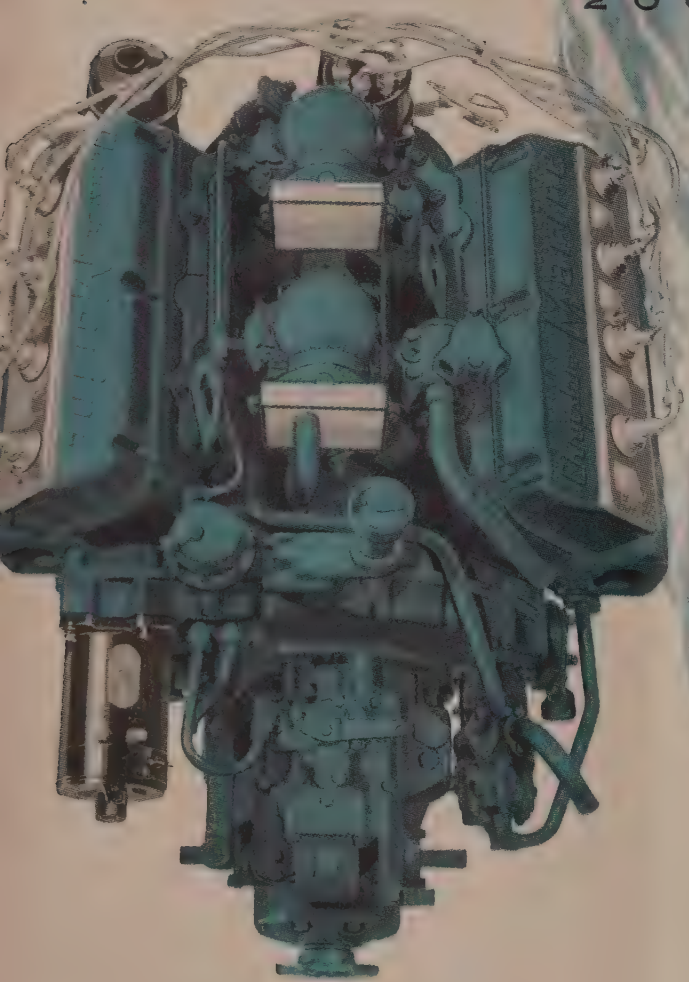
200 HORSEPOWER



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See Chrysler Marine Engines On Display at 1954 Seattle National Boat Show, November 20-28

CHRYSLER
America's No. 1 Marine Engine
MARINE ENGINE DIVISION • CHRYSLER CORPORATION

Bait Fish Nutritional Science Makes Progress

Current practice marks a change in the feeding of anchovetta, used as live bait by the tuna clipper fleet. Formerly these fish were fed ground-up fish in the same manner as sardines and anchovies, also used as bait.

It was discovered that anchovetta, as adults, are herbivorous and therefore did not thrive on ground fish. A change in feeding took place and now corn meal or alfalfa meal are used by many tuna fishermen to keep anchovetta alive during the search for schools of biting tuna. Anchovettas are taken in the "tropical" baiting areas covered by the tuna fleet; sardines and anchovies are temperate species, taken with lampara type nets. Salima are found, for the most part, only in the Galapagos and must be taken with a special net.

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Chrysler Marine Engines
SALES - INSTALLATION - SERVICE
COMPLETE ENGINE REPAIRS
AUTOLITE MARINE BATTERIES
KOHLER LIGHT PLANTS

One Japanese Whaling Outfit in Aleutians

Japanese opinion is strongly inclined to believe that the Fishery Agency in 1954 will license but one whaling operation for the Aleutian Islands grounds which yielded so handsomely to the Japanese in 1954.

It is expected that in 1955 this will be a joint operation between Taiyo Gyogyo, Nippon Suisan and Kyokuyo Hogeito, as in 1954; although Nippon Suisan still is contending strongly for a separate operation of its own.

Caito Family Smiling

John Caito, assistant manager, Western California Fish Co., San Francisco, passed the cigars last month, Mrs. Caito having presented him with a second son. The infant has been named James George. John is a son of Nino Caito, Noyo Fish Co., Fort Bragg, and a nephew of Tony Caito, manager of Western California Fish Co.

Pilots for Albacorers

Freeman Metal Marine Pilots have been installed by Shephard Marine at San Diego in the Albacore boats *Ocean Clipper*, Gerald McManua; and a 48' new Albacore boat *Betty G*, owned by Nels Graftholdt. Latter is driven by a General Motors, Series 6-71.

Flash Fire Burns Albacore Fisherman

A San Francisco Albacore fisherman, Mike Aiello, 52, received burns on his hands and face when his 34-ft. troller *Mikey Boy* burst into flame at Monterey's Fishermen's Wharf, last month.

The fire started when Mr. Aiello started the engine. Quick work by Archie Sanchez, manager of the Standard Oil Co.'s main service station at Monterey, prevented what might have been a disaster. Archie grabbed a fire extinguisher and had the fire under control when fire fighting equipment arrived. Archie said that this fire was the eighth which he has assisted in bringing under control. Damage was estimated at $7,000.

The new name of the **Lina B**, San Pedro purse seiner, is the **Sharon B.**

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10th ANNIVERSARY REPORT

COMMERCIAL FISHERMEN'S INTER-INSURANCE EXCHANGE

10 YEAR EXPERIENCE CHART

	Gross Premiums Written	Less: Return Premiums	Net Premiums Written	Less Reinsurance Premiums	Net Premiums After Reinsurance	Earned Premiums and Interest	Expenses, Including Losses	For Distribution
1943-44....	$170,187.71	$ 25,903.09	$144,284.62	$ 45,064.29	$ 99,220.33	$ 95,795.36	$ 40,246.25	$ 55,549.11
1944-45....	216,946.28	16,545.66	200,400.62	65,592.43	134,808.19	137,411.24	80,934.09	56,477.15
1945-46....	316,362.48	15,879.95	300,482.53	62,941.81	237,540.72	214,275.19	101,879.08	112,396.11
1946-47....	402,694.01	34,822.15	367,871.86	78,837.89	289,033.97	268,396.51	107,853.62	160,542.89
1947-48....	395,217.01	4,897.59	390,319.42	130,677.37	259,642.05	235,805.78	82,935.73	152,870.05
1948-49....	383,289.68	25,795.98	357,493.70	121,582.06	239,911.64	229,004.22	117,517.96	111,486.26
1949-50....	307,697.19	11,588.52	296,108.67	121,959.16	174,149.51	178,691.16	164,377.99	14,313.17
1950-51....	290,627.18	22,392.40	268,234.78	114,809.43	153,425.35	163,630.08	111,883.56	51,746.52
1951-52....	377,297.78	20,977.37	356,322.41	123,382.96	232,939.45	205,837.87	159,998.87	45,839.00
1952-53....	448,236.06	43,496.02	404,740.04	159,034.34	245,705.70	254,203.98	176,528.62	86,656.85

Total Earned Premium and Interest Since Organized..... $1,983,051.39
Net Savings for Distribution Since Organized..... 847,877.11
Average Net Savings 42%

STATEMENT OF ASSETS AND LIABILITIES

As at December 31, 1953

ASSETS

* U. S. Government bonds		$300,000.00
Cash in bank	$171,190.27	
Certificate of deposit	75,000.00	
Cash in office	25.00	246,215.27
Premiums in course of collection under ninety days due..		17,900.86
Reinsurance recoverable on losses paid		31,315.41
Due from Attorney-in-Fact		21,074.62
Utility deposit		10.00
Accrued interest		1,946.27
Total assets		$618,462.43

LIABILITIES AND SURPLUS

Reserve for unpaid losses		$ 66,500.00
Reserve for claims adjustment expense		1,995.00
Reserve for other expenses		3,004.17
Reserve for premium tax		2,500.00
Reserve for Federal income tax		3,500.00
Reserve for unearned premiums		97,518.00
Refunds due subscribers		45,393.54
Interest due on certificate of contribution		10,000.00
Employee tax payable		65.07
Reserve for certificate of indebtedness		87,986.65
Total liabilities		$318,462.43
Subscribers' deposit	$200,000.00	
Paid in surplus	100,000.00	
Surplus as regards policyholders		300,000.00
Total liabilities and surplus		$618,462.43

*** Bonds are carried at par value. On the basis of December 31, 1953 market quotations, surplus as regards policyholders would be reduced to $291,990.00.**

We have examined the above Statement of Assets and Liabilities and in our opinion it fairly presents the financial position of the Commercial Fishermen's Inter-Insurance Exchange at December 31, 1953.

JOSEPH FROGATT & CO., INC.
Accountants and Auditors
May 12, 1954

COMMERCIAL FISHERMEN'S INTER-INSURANCE EXCHANGE

Home office: San Pedro, Calif.

TACOMA, WASH. ASTORIA, ORE. EUREKA, CALIF.

CUT YOUR HULL MAINTENANCE COSTS!

Trevarno Glass Boat Fabric Protects Hull Surfaces Against

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LESS TIME OUT OF WATER

Trevarno Fabric covering for your wood hull assures you more time for fishing, cuts hauling costs, reduces hull maintenance expense! Trevarno Fabric bonds to hull, seals against leaks, gives you a stronger, better looking boat.

EASY TO APPLY

Trevarno Boat "B" Fabric is scientifically engineered for commercial use. It has tremendous tensile strength, adds shock resistance to hulls and forms a permanent, invisible covering impervious to moisture, rot or petroleum fluids. Trevarno lasts the boat's lifetime—cuts yearly maintenance costs! Just paint resin and hardener on clean, dry hull. Smooth on Trevarno Boat "B" Fabric. Apply second coat of resin and hardener. Then, sand hull lightly and paint, *or leave it natural* (Trevarno lets the wood grain show through, adding to the beauty of your boat.)

DECKS AND CABIN TOPS, TOO

Trevarno Fabrics provide a permanent bonded surface that protects decks and cabin tops from leakage, scuffing, damage from sea and sun. Lightweight Trevarno Boat "A" Fabric is ideal for small boats, topside bulkheads, etc.

2740

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GLASS FABRICS

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COAST MANUFACTURING & SUPPLY CO.
BOX 71F, LIVERMORE, CALIFORNIA

W. L. Olesen, left, and his son, W. L. Olesen, Jr., who designed and built the new auxiliary schooner "Rough & Ready" for Albacore and swordfish.

Old-Timer Builds Wind Ship for Tuna

A long-time commercial fisherman, W. L. Olesen of San Pedro, has achieved in his new boat the dream of many years—to combine a boat possessing the "glamor" of a sailing craft with the practical workability of an Albacore and swordfish boat.

Rough & Ready is a 39x11′ auxiliary schooner, registered in Santa Barbara. There are accommodations for two, with cabin aft. The hold, mid-ships, can carry five tons, and the boat is Freon-refrigerated.

The engine is a General Motors 3-71, supplied by Crofton Diesel Engine Co. of San Pedro with 4½:1 reduction. The boat works with a Wood Freeman automatic pilot.

Capt. Olesen formerly owned the **Victoria** which he sold to Mazatlan shrimp interests.

New Fog Horn Helps Those Who Dare Depoe

Depoe Bay fishermen, who must hit a crack-like opening on the Oregon Coastal cliffs as they enter and leave their port, find the fog horn recently installed at The Jaws a great help in keeping their boats where it's water and not rock. They need a break, for the 1954 season was not a good one in the Depoe Bay area.

There have been a number of recent changes in the Depoe Bay fleet.

Willard Garlic sold his 34′ bowpicker *Bambi* to Graham Austin, who has renamed the boat *Miss Conduct.*

Ed Evans purchased the *Wa-West,* a 40′ troller, from Jim Henderson, renaming her *Siesta.*

Hank Bolton has purchased 36′ *Sanna;* and Charles Turner bought the troller *Ruth,* which was operated by Vern Brammer during the 1954 season.

Gene Depree, better known as "Franchie," has been fishing out of Depoe Bay with his newly-purchased *Zora.* He plans to crab this winter out of Warrenton, with the aid of Lee Hudson, owners of the combination troller and sportfisherman *Therese.*

Rod Boschke, a newcomer in the Depoe Bay fleet, bought the 34′ troller *Aquillo.*

Christmas Tree Rock, off Government Point, had received its customary decoration of lead and gear, particularly by one fisherman.

Eric Rphkola recently bought the *Red Arrow* from Tony Burnham, and plans to take her to Portland for extensive remodeling.

Clippers Given Aid

The tug **Amigo,** out of Mazatlan, Mexico, went to the aid recently of the **St. Mary** near San Benedicto. Divers were put to work to repair a hole in the side of the vessel and the tug was taken to Cape San Lucas. The same tug also assisted the **Calistar,** tuna clipper.

Most Tuna Vessels Keep Research Logs

The Inter-American Tropical Tuna Commission's offices in San Diego report that tbout 90% of the purse seine tuna fleet are now keeping the commission's special logs, and about 85% of the bait boats. These logs, recording information on habits of tuna, fishing areas, etc., are completely confidential and the results of the compilation of information contained therein are published only in a general way, and make no reference to specific books or logs.

"Ann B." Breaks Shaft

The Seattle vessel *Ann B.,* Peter Hyde, skipper, fishing for Albacore, broke her tail shaft near Pt. Sur and was towed by the Coast Guard to San Francisco, where she underwent repairs at the yards of Anderson & Cristofani. Before going on the ways she discharged six tons of Albacore at the Washington Packing Corporation, Pier 92, San Francisco.

"Norab" Fishing Down Under

George C. Campbell, Campbell Machine Company, San Diego, has received word from Australia that the 110′ yacht **Norab** his yard built for Baron Long, Biltmore Hotel, Los Angeles, in 1929, is now engaged in the lobster trade "down under."

Considered one of the finest pleasure vessels ever built on the Pacific Coast, the **Norab** was taken over by the navy during World War II. For a time she was Gen. MacArthur's headquarters vessel; later served as a hospital ship.

The San Diego tuna colony believes that Joe Silva, former owner and skipper of the clipper **Glory of the Sea,** lost off Central America, is connected with the **Norab** enterprise with his brother.

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San Diego Marine Hardware, 1520 India Street San Diego, California
Weeks-Howe-Emerson Company, 255 Mission Street San Francisco 5, Calif.

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Attachment
Enlarges Chart
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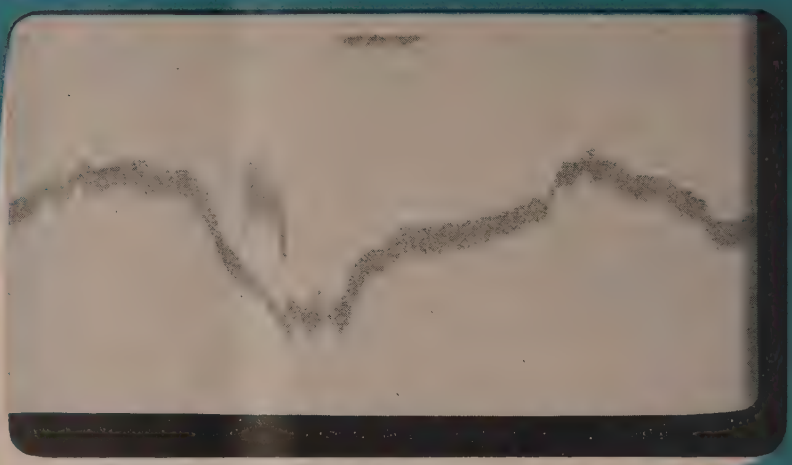
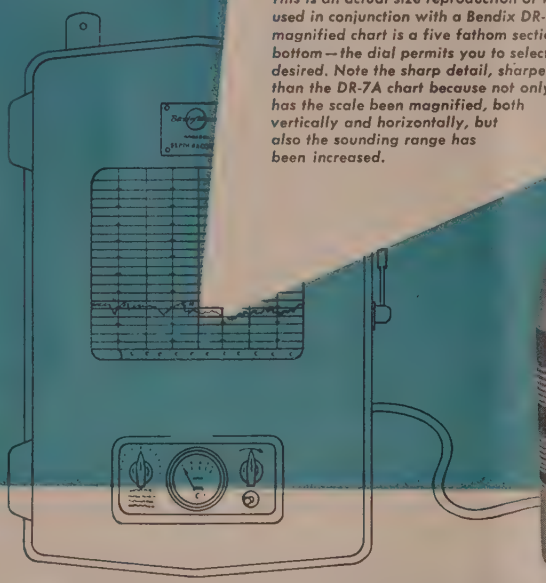


This is an actual size reproduction of the FISH MAGNIFIER chart used in conjunction with a Bendix DR-7A Depth Recorder. The magnified chart is a five fathom section of the ocean and bottom—the dial permits you to select any depth desired. Note the sharp detail, sharper even than the DR-7A chart because not only has the scale been magnified, both vertically and horizontally, but also the sounding range has been increased.



Bendix has developed an inexpensive magnifier attachment for your Bendix Depth Recorder. Use the recorder for the overall picture but when a closer look of any section is desired, simply turn the selector switch to Magnifier position and dial the required depth. Instantly, in natural, easy to read, chart form, is an enlarged section for your closer study. You can pay up to ten times more for complicated magnifying equipment, but none will compare with the results obtained with the new Bendix FISH MAGNIFIER. It gives you the biggest image—measured in inches—that is available today by any method.

See your dealer for complete information and if you don't have a Bendix Depth Recorder aboard ask him to tell you how inexpensively you can have a complete Depth Recorder with the new Fish Magnifier attached. Remember, when you invest in a Bendix Depth Recorder you invest in the future.

2 FIRSTS AT SEATTLE SHOW!

The BENDIX FISH MAGNIFIER will be shown for the first time at the Seattle boat show, November 20-28, 1954.

Also see the revolutionary new BENDIX HORIZONTAL FISH SCANNER. This inexpensive unit attaches to your present Bendix Depth Indicator.

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Fort Bragg Trollers Have Something to Brag About

● Salmon Trollers Marketing Association of Fort Bragg observed its first anniversary recently with a good deal of satisfaction.

It had full Department of Justice acceptance of its by-laws and agreements, its membership was practically 100% of the boats fishing from the Noyo, and it had a growing "guest membership" list of boats from other ports which adhere to the marketing agreement of the S.T.M.A. when selling at Fort Bragg.

Beside its many accomplishments in matters pertaining to the orderly marketing of its membership's fish, the association has worked on a number of matters of importance to the fishermen in other directions. For example, it has arranged daily weather reports for fishermen by radio on KDAC at 10:15 a.m., Monday through Friday; and just before the anniversary of the association its members had the satisfaction of seeing a red whistling buoy placed in 22 fathoms off Big White Rock at Usal.

With a month of the season still to run, Mrs. Neva Miller, secretary-treasurer of the association, reported that approximately 1,000,000 lbs. of salmon had been received on the Noyo. Most of it had come from the excellent August run encountered along the coast from Shelter Cove to Point Arena. There were from 300 to 400 boats working in the area during the run, with catches ranging up to as high as 1,500 lbs. daily.

Noyo river prices for salmon moved-up in August to 38c for large red Kings, 30c for mediums and 25c for small Kings and all Silvers.

Mrs. Miller reported that a year before the prices were: large Kings, 27c; small Kings, 21c; Silvers, 18c.

Morro Bay Buying

Cattolica & Lindwall, Fishermen's Wharf, San Francisco, wholesaler fish producers, have opened up a receiving station at Morro Bay, for purchasing all species of fish.

Vic Lindwall, partner in the company, will manage the operation. Tom Cattolica will take care of the San Francisco end of the business. The new facility is located at Alden Fish Co. on the water front.

Bristol Bay Sailing Ship Days Yield Novel

There was enough of combat and cussedness in the sailing ship expeditions to Bristol Bay to build a romance out of the plain, unvarnished truth.

That's why it seems a shame to take the facts and fictionize some of them into a novel of sorts — called "Icebound."

Published in June by Vantage Press, New York, "Icebound" was written by W. F. Roscoe of Humboldt County, Calif., who made a trip to Bristol Bay in 1918—which will be remembered by more than a few as the Ice Year.

Old-timers will find something of interest and nostalgic stimulation in "Icebound." They'd have found more if Mr. Roscoe had played his facts straight and hadn't adopted such fictional phonies as "Crystol Bay."

"Miss California" Burns

Another casualty of the Albacore season: the burning of the *Miss California,* a 37-footer owned by Stanley Dyson of San Diego. The crew were rescued by a merchant ship about 100 miles south of San Diego. The boat burned to the waterline. The Coast Guard cutter *Perseus* was sent to the scene to destroy the wreckage: the stern was reported sticking three feet out of the water.

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● Plymouth Sea Proof and Tarred Pot Warp
Complete Gear for the Crab Fisherman!

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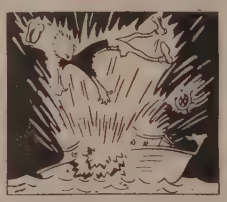
Double Protection from FIRE
ON YOUR BOAT

—1—
Get Rid of Floating Gas and Oil in the Bilge
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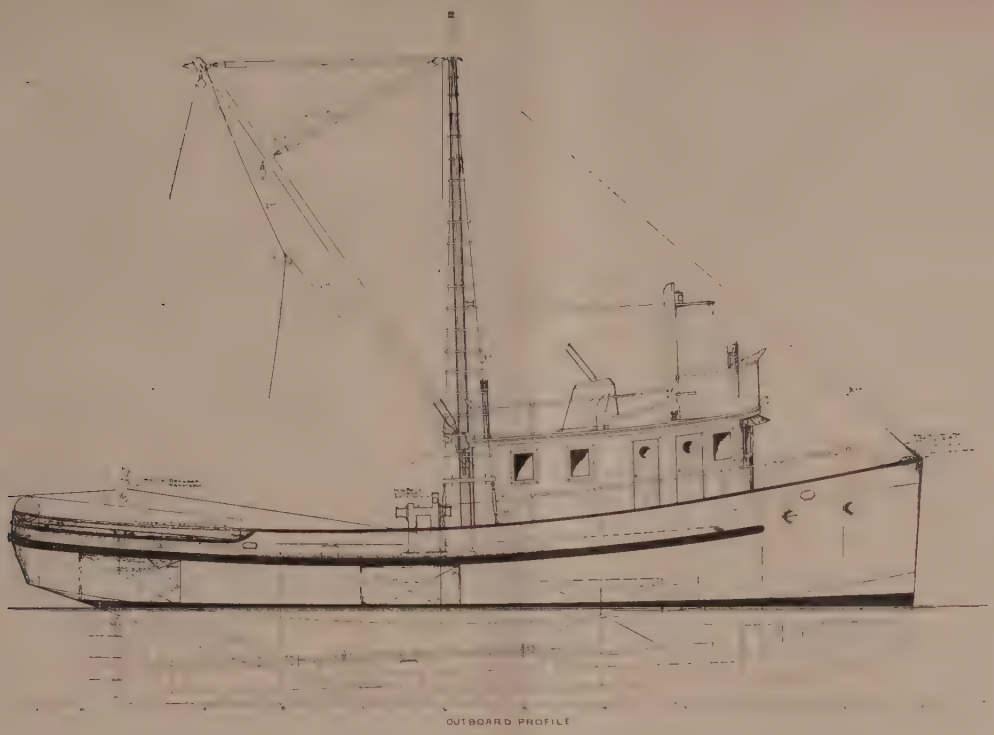

OUTBOARD PROFILE

Answer to a Tropical Problem

Panama Version of a Combination Steel Trawler-and-Seiner of Proven Ability

• Swift spread of fisheries development throughout the Pacific Basin poses new problems, while offering new opportunities, and among them is the question of what boats to use and how best to adapt them to new fields, new fisheries, new crews and latitudes.

An instance of this is offered by the profile drawing above, which is H. C. Hanson's answer to the problem laid before him by Antonio M. Arias, representing Cooperativa Pesquera Panamena, S.A. of Panama.

Sr. Arias wanted a design for a vessel comparable with the "Alaska limit" seiner in many characteristics, but which could be used effectively as a trawler in the rapidly-developing shrimp fishery in the Gulf of Panama. This would be her primary service. As secondary duty she would be used in fishing by seine for the abundant schools of surface fish which he reports are available.

Moreover, simplification of the vessel was sought, as it is planned to use the design as a standard in replacing the fleet of 72 vessels now engaged in the fishery. These are of wood construction and a variety of types, sizes and motors.

The Hanson answer to this order for a combination craft suitable first for trawling, and second for seining under tropical conditions, is shown in outboard profile above. She is 57′ by 16′ and planned for steel construction with V-bottom lines. Notable is her framing system, which is longitudinal forward of the engineroom bulkhead, where this type of framing lends itself particularly well to giving smooth entrance lines and handsome appearance. In the body of the vessel framing is transverse, providing the extra strength needed in the way of the hold with its large open space and stress when loaded. Thus this composite framing provides advantages of form and strength where they are at a premium.

The vessel is to be well insulated, and space is provided for eventual refrigeration, although it is not expected that mechanical refrigeration will be installed at this time.

In designing the vessel Mr. Hanson provided specifically for the possibility that she might at some time want to use live bait. A transverse tank across the stern can readily be fitted for use as a bait well and refrigerated cargo well; while a bait tank could be mounted above in place of a seine table.

Power is expected to be diesel on the order of 120-hp.

In addition to her primary fishing functions, the vessel would be readily adapted to long-lining—a fishery in which many Alaska-limit seiners engage during the halibut season. She would also be suitable for use in jig-fishing for tuna.

Mr. Hanson planned that her hold should be lined with metal sheets of Monel or stainless steel, and provided that this should be attached to the hold framing by non-corroding screw fastenings through holes punched in the sheet into matching holes drilled and tapped into the exposed edge of the angle-iron frames.

Plans call for a modern double-drum combination trawl and seine winch of the Northern dragger type to give her the ready versatility desired. Stern overhang is long and the

rudder and wheel positioned rather far forward as protection against fouling the nets in either seine or drag fishing.

Mr. Hanson last year presented a comprehensive series of discussions of Pacific fishing boat design and construction at the International Fishing Boat Congress in Paris and Miami, and reports numerous inquiries and orders from overseas operators as result of this focusing of attention upon the design, construction and equipment which has developed along with the up-building of the great salmon, tuna, halibut, herring and sardine fisheries of the Pacific Coast of North America.

San Francisco Fishing Boats Are Re-Fitted

Lawrence "The Crab King" Montalbano, is having his boat *San Cristoforo* repowered with a General Motors 2-71 diesel engine purchased from, and installed by Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco.

A Bendix depth recorder has been installed on Don Handy's boat *Lucky Lady*. The instrument was purchased from Shore Line Diesel Maintenance.

Gus Bentivegna and his son Phil, owners of the San Francisco combination boat *Vera II*, have purchased a GM 2-71 diesel engine with 3-1 reduction gear from Shore Line Diesel Maintenance to repower a small crab boat they own.

Victor Jacobson, skipper of the boat *Arctic*, of Seattle, now fishing Albacore out of San Francisco, has equipped her with a Bendix DF with outside loop, purchased from and installed by Marine Radio Electronics, Fishermen's Wharf, San Francisco.

"Little Charlie" Leaks

The 32′ fishing boat **Little Charlie** had a hard run under difficult circumstances off the southern Oregon coast recently after developing a bow leak off the Rogue river. Learning of the vessel's plight, the U. S. Coast Guard station at Eureka called for the Crescent City fishing fleet to send a boat to the relief of the disabled craft, that being the nearest point. The **Sea,** skippered by Olin Edwards, accepted the mission and hurried to the scene of trouble with her help. **Little Charlie** subsequently made port under her own power.

Ecuador Mounts Patrol

Ecuador is taking steps to patrol fishery operations in its territorial water, according to a statement made by Jaime Nebot Velasco, Minister of Economy. Two hydroplanes and six patrol vessels are scheduled to arrive in Ecuador soon. The six speed boats were scheduled for delivery some time in April, and are German-made.

JIM MALONEY — *Mildred*, Ketchikan

GEO. HAMILTON Jr. — *Janice*, Ketchikan

EINAR OLSON — *Agnes O.*, Seattle

—Photos by Caterpillar Tractor Co.

HOWARD DAY, master of *Melody*, ready to take his 41-year-old craft out for Albacore. He's had her since 1946. Her colorful career included rum running and water taxi service.

Stove Boat Replanked

Maria, double-ender, was recently at Mauricio & Sons' yard, San Diego, for repair of damages after hitting a submerged object in San Diego Bay. The boat required complete re-planking in the bow sections. Larry Alioto is owner. Other boats recently hauled at the yard include *Margaret* and *Kittiwake*.

Nick Cordileone Used Automatic D.F. Early

In connection with the announcement of the new Lear Marine ADF Automatic Direction Finder, PFN recalls the fact that Nick Cordileone, one of San Diego's most successful fisherman, pioneered the use of the Lear automatic direction finder back in 1940. Then he used a unit salvaged from an aircraft installation, the first automatic unit covering the 2-3 Mc band to be used on a Pacific Coast fishing vessel, says Cordileone.

The equipment worked first on the *Maria Joanna* and was transferred to his newer *Maria Josette*.

Nick declares that the use of this instrument during the first two years of operation was instrumental in saving five lives and one vessel.

On the first such occasion, Nick was able to direct others to the scene of a sinking in time to remove the exhausted crew members clinging to the rigging.

On the second time, after running five and a half hours at night under foul weather on the Guadalupe Channel, using a bearing obtained on the last transmission of the distressed *Jerry-Gene*, he was able to arrive at the scene in time to remove the owner's wife and child and put a crewman aboard to give assistance. Because the *Maria Joanna* was heavily laden with Albacore, he could not risk tying alongside the distressed boat. Therefore he used his direction finder to guide other vessels to the area for salvage work.

Tender Cook Drowns

Hilmer Erickson of Astoria, who had worked for many years as a cook on cannery tenders, and who was a member of the crew of the Nakat Packing Corporation tender *Hetta* during the 1954 season, was drowned while the vessel was tied up at the dock in Ketchikan at the end of the season.

From Trawl to Lampara

Elsie-B, operated by Farallone Fisheries of Santa Barbara, is being converted from a trawler to a lampara boat. She has received a new 6-71 General Motors diesel engine and will be equipped with the new-type twin net pulling gurdies built by Lindwall Boat Works.

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Brine-Freezing Tuna at Sea—

And How Refrigerated Fish are Thawed For Unloading at the Cannery Flumes

By GARNET W. STEVENS

After the well on a tuna vessel is packed with fish, it should be refilled completely with seawater, to which is added three-quarters of a sack of salt for each ton of fish in the well. The brine temperature is then lowered to 23° F. and held at that point for 72 hours before the well is dried.

Some engineers vary the amount of salt, using a salinometer, but there must be sufficient salt to permit bringing brine temperature down to 23°, and there is a 2° difference between the brine and fish temperature.

When the temperature is being lowered in the well, the engineer will notice that the temperature will stand at 25° for 24 hours or more, depending on the amount of compressors he has on the line; but when the temperature starts to drop it will go down to the 23° mark and stay there if the proper amount of salt has been added.

After 72 hours, the brine is pumped over the side and the well is held on the dry suction. The back pressure on the dry suction line should be held at 15 lbs. pressure without a regulator. This will give 0° ammonia in the coils and will allow for a 10° difference between the ammonia and fish temperatures, a minimum allowance for a dry well. Some engineers hold their wells on a back pressure regulator at higher suction pressure, up to 28 lbs., but this should not be done as there is no safety factor and it may cause sagging wells or stinkers. A 15 lbs. straight suction is the best for all-around handling of temperatures.

When the temperature of a fish is lowered from 29° to 27°, it requires only the removal of one BTU per pound of weight in the fish per degree of change, but when the internal temperature of the fish has been lowered to 27°, it takes 144 BTU of heat per pound of fish to change it from a firm fish to one frozen solid. The amount that the temperature is lowered after this is only a safety factor in the storage of the fish, and allows more repair time if the refrigeration should break down.

When the time comes to thaw-out the fish and unload the boat at the proper controlled brine temperatures of either 29°, 29½°, or 30° F, the fish will be found to be at 27° or 27½° internal temperature, still firm, but the belly can just be cut.

The instructions for raising the temperature to the desired range are as follows: If the unloading schedule is known, (say the boat holds 300 tons and the unloading rate is 100 tons per day) the engineer will start to raise the temperature in the first four wells to be unloaded by shutting off the refrigeration on these four wells not more than 8 hours ahead of time. After a well cover is removed, if the rack in the well is still bowed as when the brine was removed from the well, there should be no trouble, as the well temperature will be 15° or below. The engineer will now flood the well with bait water, allowing it to overflow, and the water to run over one minute for each ton of fish in the well. The average is about 20 minutes.

When the water has overflowed the number of minutes required, the bait water is shut off and the brine circulator is started on that well and salt added without delay. The same amount of salt should be added as was used to lower the well temperature originally. (This additional salt maintains uniform thawing temperatures throughout the well, and tends to assure uniform moisture content in the fish flesh as well as to lighten the flesh color.) Repeat the process for each well. Allow the solution to circulate for the first 24 hours without adding any more water except the small amount required to keep the well full.

After this 24-hour circulation period, if the brine is 27°, no more water should be added at this time. If the brine is 26°, add small amounts of water, and if 25° or below, larger amounts of water should be added to the well, overflowing the well for approximately 3 to 5 minutes. Then another 24 hours period is allowed for the temperature to raise, at which time the brine temperature should be 28° F. Now add small amounts of water with either the deck hose or bait valve to bring the brine to 33°.

Allowing the 33° brine to circulate should lower its temperature to between 29° and 30°, which is the ideal reading the night before unloading. This 29° to 30° temperature must stand for at least 6 hours prior to unloading so that the engineer may determine when the fish have reached an internal temperature of 27° to 27½°. The loins of the fish will be firm, with the belly just soft enough to cut. There will be a ½° change in the fish temperature from the boat to the butchering table.

Sagging wells are caused from drying the wells too fast and not allowing time to remove all the heat; or are caused by the coils not being properly frosted after the well has been dried. Leaking wells or wells that will not hold brine should be worked at a shorter period, such as overflowing the well for one hour, adding the salt, and circulating the brine for 12 hours. The make-up water that is added to keep the well full is sufficient to have the fish come out at the desired temperature.

Mr. Stevens presently is port engineer for Pacific Marine Terminals at its plant at Paita, Peru. He formerly was chief engineer of the tuna clipper **Carol Virginia,** where he worked-out the procedure which he presents here over a period of four years of careful testing and observation.

Peru Guards Baiting Grounds Along Shore

Peru is trying to keep its inshore waters free from foreign vessels seeking live bait. Coast Guard cutters were reported by returning tuna vessel crews as rigidly enforcing the regulation. No arrests had been made to March 1, but foreign vessels caught inside the three-mile limit were being advised to leave.

"California Bear" Founders

California Bear, 40′ net and Albacore boat, last summer sank off Baja California with no loss of life. However, the three-man crew spent a bad time waiting for rescue on a Lower California beach. The Coast Guard cutter *Perseus* picked up Richard Karlsson, skipper; Henry Thorne, San Pedro, and Paskell Henson of Bakersfield, Calif. A helicopter sighted the men on a beach in a small cove.

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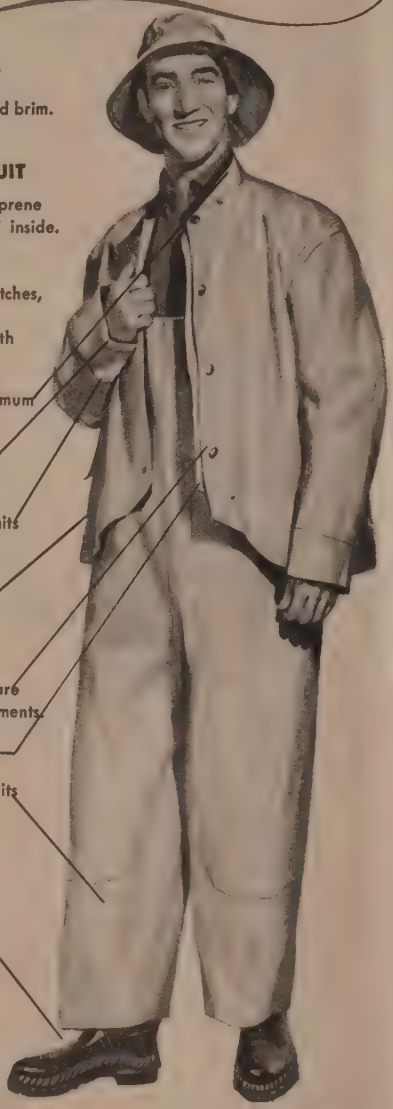

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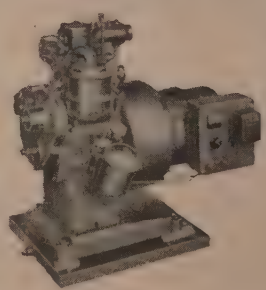

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Sun Streak Seizure—
May Provide Test of New Law Protecting U. S. Fisherman

• Proving ground of the new federal high seas fishermen's protective act apparently will be the case of the *Sun Streak* and the Ecuadorean government.

Sun Streak, as reported in the last issue of *Pacific Fisherman,* was seized by the Ecuadorean government for alleged illegal fishing in waters which are claimed to be under the jurisdiction of the South American state.

Jack Crivello, president of Sun Pacific Inc., managing a fleet of tuna boats under contract to deliver fish to Peruvian canneries and freezing plants, including the *Sun Streak,* stated at the end of September that the fine of $12,000, levied by the Ecuadorean government, had been paid by *Sun Pacific* "under protest." Before release of the boat and crew by the Ecuadorean government, the crew had been under "arrest" by being confined aboard ship at Guayquil.

U. S. State Department is now conducting an investigation of the seizure and fine. Ecuador claims jurisdiction to a 12-mile line; the United States recognizes the 3-mile jurisdictional limit. Skipper of the *Sun Streak,* James J. Hori, states that at the time of the seizure, the tuna clipper was well outside the 12-mile limit. Under the new protective legislation, the United States government will reimburse boat owners for fines levied against them in cases such as this, if it is proved that the American vessel was operating in an area recognized as the high seas by the United States government.

The American Tunaboat Association reported as of September 27 that the *Belle of Portugal,* Manuel Rosa, managing owner, has been seized at the Galapagos Islands but was released within 24 hours. The reason for the seizure, apparently a case of "mistaken boat identity," was confused as this issue of the magazine went to press. The vessel's papers and licenses were all in order, according to officials of the American Tunaboat Association, at the time the Ecuadorean patrol boats made the "arrest."

Alaska Herring Fishing Is Surprisingly Productive

Limited herring operations in Alaska in 1954 were surprisingly productive.

The Prince William Sound fishery, where only one plant was active, took roughly 75,000 bbls. of fish, and the yield was above average, the herring oiling in the neighborhood of 5.2 gals. to the bbl.

In Southeast Alaska the 50,000 bbl. quota was taken early, and most of it from the vicinity of Sitka. The herring there were very fat, and for a time oiled around 7 gals.

The fleet serving the Buchan & Heinen plant at Port Armstrong is understood to have gotten about two-thirds of the quota, the Storfold & Grondahl boats not hitting the fish as successfully.

Pete Ancich of the big seiner *Voyager,* owned by Ancich Bros. of Gig Harbor, reports that fishing was very good in Southeast Alaska and that the vessel made catches comparable with those of the best days of the Alaska herring operations.

Death Takes P. Ferrante, Sardine Industry Pioneer

Another link with the past in California's sardine industry snapped last month with the death of Pietro Ferrante, 87, known as the "father of the Monterey sardine industry."

A native of Sicily, Mr. Ferrante came to California in 1899, settled in Pittsburg, and came to Monterey in 1907.

When F. E. Booth founded the first sardine cannery in Monterey, Mr. Ferrante began devising nets which would provide him with a bountiful harvest of sardines. He sent out the call to friends and relatives in the San Francisco Bay area and in Sicily to join him.

It is thought that he was the first to use a lighter to draw a net around a school of sardines and bring it to the side of a purse seiner.

In 1926 he and the late Angelo Lucido founded the San Carlos Canning Co., which became one of the largest plants on Cannery Row during the '30s when the sardine catches reached record breaking highs.

Mr. Ferrante sold his interest in San Carlos in 1939 and then built Oxnard Canneries, Inc., in Monterey. He is also credited with organizing the first fishermen's union in Monterey and was a leader in the Italian colony there. In 1951 he was honored by the Italian government for "his great assistance to Italian immigrants."

Surviving is his wife, Rosa, six daughters living in Monterey and in Boyes Springs, and a sister, Mrs. Rose Aiello, Pittsburg.

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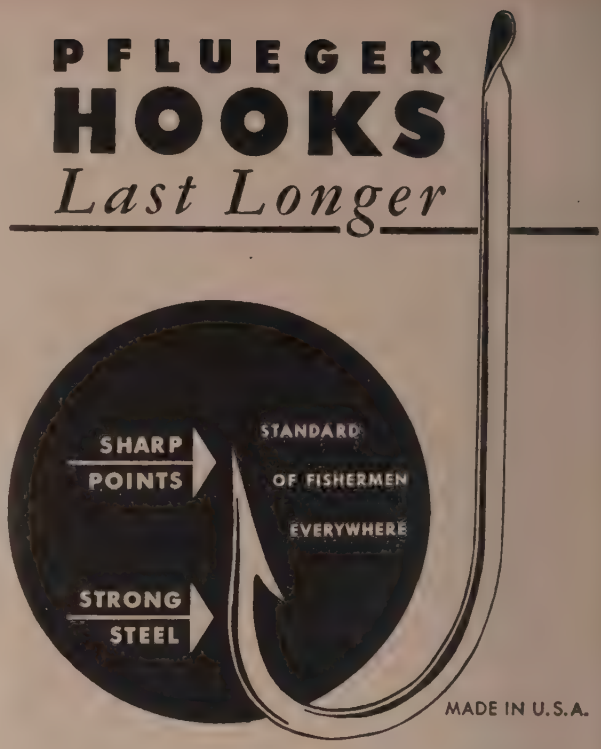

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❺ A truly homogeneous solution. No settling or separation of ingredients.

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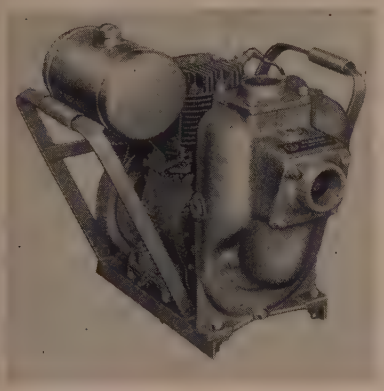
LINES and LEADERS



Flomax Pump, new fisherman's item manufactured by Marine Products Co., is a self-priming centrifugal unit of wide usefulness.

New Flomax Pump Meets Many Needs of Fishermen

Marine Products Company of Detroit announces the introduction of its all new Flomax 10 self-priming centrifugal pump. The pump is rated with maximum capacity of 10,980 gallons per hour. The iron unit, powered by a Wisconsin AKN engine and mounted in a special protective carrying frame, weighs only 151 lbs.

The manufacturer states that the Flomax 10 utilizes a new type of super-hard mechanical seal requiring no maintenance. The pump is said to incorporate the "open-adaptor" construction found in all Marine Products portable pumps. This construction provides readily visual inspection, ample free working space, and protection to the engine from stray pumpage.

Of special interest is the fact that pump efficiency is at such a high level that the loss of engine speed is less than 80 rpm over the entire flow range.

Detailed specifications may be obtained by writing the Marine Products Company, 515 Lycaste Avenue, Detroit 14, Michigan.

Changes in GM Diesel Series "71" Announced

Improvements recently effected in the cylinder assembly of General Motors Series "71" Diesel engines provide better fuel economy, increased horsepower in some sizes and longer life for these propulsion units in all types of fishing boats.

A bulletin issued to GM Diesel distributors and dealers by the Detroit Diesel Engine Division states that these improvements and others previously announced complete an entirely new cylinder assembly for the Series "71" engine. The bulletin states the new liners and pistons are interchangeable with those formerly used and may be installed on engines now in service in any combination as replacements become necessary.

Hall-Young Firm Adds Air-O-Shift

Hall-Young Co., Fishermen's Wharf, San Francisco, well known marine supply and equipment firm, has been appointed northern California distributor of Air-O-Shift air steering and engine controls, according to Tom Hall, Hall-Young Co.

Air-O-Shift air controls are manufactured by Air Applicator Co., Portland, Ore. According to Hall they have a simple and dependable source of air power, at low pressure, 20-40 lbs., which gives a "soft" air pressure shift. Push button or lever controls can be installed at any point in the boat. Air-O-Shift controls are suitable for work boats, fishing boats, or pleasure boats.

New Brochure on Raytheon's Small Radar

A new, 12-page, two-color brochure describing the "Mariners Pathfinder" radar, Model 1500, has been made available by Raytheon Manufacturing Company, emphasizing the plus-features of the new 2-unit radar. The pamphlet has illustrations, diagrams, and scope pictures, and a full explanation of the new equipment's unusual compactness, ease of installation, and simplicity of operating controls and servicing accessibility.

Frank L. Harris, in charge of the new regional sales office for Chrysler engines in Los Angeles.

Chrysler Opens Regional Engine Office at L.A. Under Harris

Opening of a completely staffed regional office to assist in promotion and sale of Chrysler industrial and Chrysler marine engines in the Los Angeles Area has been announced by Clyde C. Williams, general manager of Chrsyler Corporation Marine and Industrial Engine Division.

Mr. Williams stated that establishment of the new office is in line with the company policy to open regional offices in any portion of the country where business warrants.

The office, which will be headquarters for Chrysler marine and industrial engines on the West Coast, will be located at Chrysler Motors of California plant, Eastern and Slauson Streets in Los Angeles.

Frank L. Harris, sales representative in the Chicago territory, has been selected to head the new office. R. H. Proctor, formerly sales representative in the Los Angeles Area, has been assigned to other duties.

Another
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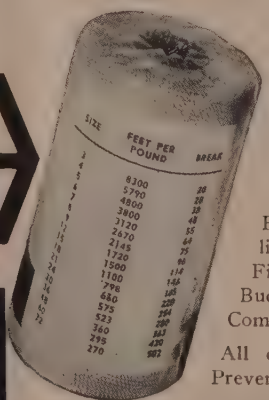
Nylon Filament
SEINE TWINE TABLE



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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$16.50 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: 48' troller, '48, GMC 4-71, 50-w. SS, RDF, Fathometer, $25,000. 36' fantail, Bait-hauler, harbor tug or mackerel, SS, Fathometer, $2,450. Three Kettenburgs, from $11,500. 63' bait boat, '45, GMC 110, GMC 2-71, both new in '54, Refrigerate 35 tons. 100-w radio, RDF, A.P., Fathometer. For commercial boats see: FRANK SIMON ASSOCIATES, P. O. Box 834, Berth 205A, Wilmington, Calif. TE 5-3101.

FOR SALE: Boat 31' long, 9½' wide, built 1947. White cedar planking, part wolmanized, fir, oak, and ironbark. Flat bottom. Equipped with Stilson beam and net drum for gillnetting. Stern picker. Star Marine engine. Forced to sell due to illness at less than one third price. Write August Kukkola, Route 1, Castle Rock, Washington.

FOR SALE OR LEASE: Used Centrifugal Fish Oil Separators to replace settling tanks and increase oil yields. Clean, ready immediate use. Spare parts included. Powered for 440-volts, 3-phase, 60-cycles. Advise requirements to Box 270, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle, Wash.

AVAILABLE—Man extremely well versed in Pacific Coast, Alaska, and tropical fisheries of Central Pacific. Technical and engineering education and practical background in refrigeration, cannery construction and operation. Family, late 30s, excellent health, willing to work in remote areas. Desires permanent connection. Box 272, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE—Loran equipment, $170 complete. Ready for installation. Excellent electrical condition, new inverters. Each set has been completely checked and tested. F. O. Steele, 2725 Van Ness Ave., San Francisco, Calif. Phone: PRospect 6-1016.

WILL TRADE equity in motel 36 units, gross last year $36,500, located on Highway 99, for combination boat suitable for trolling, 45' to 58', diesel preferred. E. M. Thornton, Olympic Motel, 5230 U. S. Highway 99, Everett, Wash.

FOR SALE: 38' Fantail, Monterey built (1945) named **"Saint"**. 45 HP Caterpillar main, 10 HP Petter auxiliary. Heavy boom, winch, radio, Pilot, refrigeration, D.F. Excellent condition, priced right and will talk terms. In San Diego. Write Ed Fairman, 8530 Artesia Blvd., Bellflower, Calif.

FOR SALE: New 40'x11'3"x5'6" Monk-designed troller hull; similar to M & I, DAWN and DING HOW. Complete with tanks, bow iron and rudder. Tripple & Everett Marine Ways, Inc., 1636 West Spokane Street, Seattle 6, Wash. Phone AValon 3381.

FOR SALE: Chrysler Royal engines, 8 cylinder, 141 HP—new. Priced for quick sale. SHERMAN SUPPLY CO., 2456 - 1st Ave. So., Seattle. SEneca 0061 or MAin 4802.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, Calif. Telephone, CASTROVILLE 6652.

WANTED TO LEASE with option to buy. Troller in first class shape (45 ft. to 55 ft.), fairly new for 1955 Season. Please notify William Wise, 1918 B Street, Forest Grove, Oregon.

FOR SALE OR TRADE: Working share in a co-operative plywood plant in Tacoma, earn $6000 plus a year. Age limit 45 years, asking $10,000 cash, $11,000 terms. Or trade for 40 to 45 ft. diesel powered troller, galley on deck. If of greater value will make up difference in cash. Write Johan Levang, 1709A So. Yakima, Tacoma 5, Wash.

FOR SALE: 70' combination otter trawl, halibut and fish packer, 500 HP General Motors engine, refrigerated, automatic pilot, direction finder, 30KW diesel generator, etc. Also 103' refrigerated fish packer and freighter, refrigeration, 400 HP Superior engine, two 30 KW diesel generators, 2000 watt light plant, Rowe towing winch, double boom with electric drive hydraulic controlled winches, automatic pilot, direction finder, radar, etc. Write Box 265, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle, Wash.

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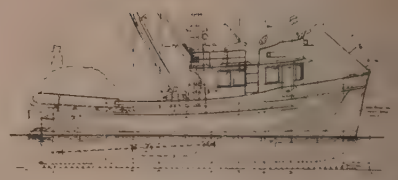

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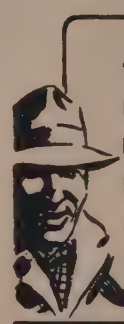

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Chester Owen, left, Pacific Coast manager, Interlux and GM division, International Paint Co., with headquarters in South San Francisco, wishes Jack Robinson Jr., his newly appointed assistant in the sales division, success in his new assignment. Robinson was formerly a technical man with International Paint Co., and previous to that was with the Glidden Co., paint manufacturers, for 13 years.

"Cavalieri" to Freeze Tuna in Peru

A veteran San Francisco purse seiner *Cavalieri* set sail through the Golden Gate for possibly the last time last month. She was bound for Ilo, Peru, where she will be used as a mother ship and freezer boat for smaller vessels fishing tuna and bonito for Impressa Pesquera, with a plant at Ilo, and offices at Callao.

Skipper was Barnes Collinson, well known in the Pacific Coast fishing industry, and formerly skipper of the *Spicewood,* a larger freezer ship. Capt. Collinson was also skipper of the CRPA freezer ships *Saipan* and *Tinian.* Charles Benedict is engineer. Charlie was engineer on the purse seiner *General MacArthur* for six years during the sardine boom.

Cavalieri was formerly owned by Vince Cardinalli, San Francisco, later on by Lee Kish, Seattle, and she was once under charter to POFFI. Dan Bohne & Son, San Francisco marine factors, handled the transaction involving the *Cavalieri,* and they were also in charge of outfitting her for her voyage to Peru.

For the voyage to Peru *Cavalieri's* crew will consist of Messrs. Collinson, Benedict, Theo Wiig, assistant engineer; Frank Crivello Jr., Julian Lavin, and Dominic Busalacchi, all well known in the Pacific Coast fishing industry.

The *Cavalieri* has unusual freezing capacity for a vessel her size—85 to 95 tons of fish, depending on their size. She has size brine wells, and freezing is accomplished by two Carrier freon compressors, 4¾ 5 in., 20 hp. The compressors and new coils were installed by Refco Engineering, Fishermen's Wharf, San Francisco. The vessel's electrical system was completely overhauled by Mercury Marine Electric Co.

VICTORIA REGINA INTERNATIONAL GOLD MEDAL EXHIBITION 1954

Gold Medal Netting

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THE LINEN THREAD CO., INC.

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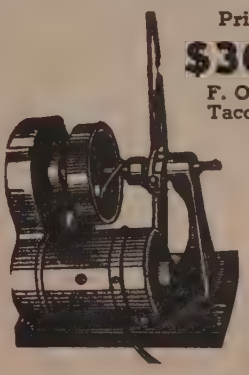

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STANDARD ENGINEER'S REPORT

DATA

LUBRICANT RPM Gear Lubricant

UNIT Fishing Boat-M.V. Lincoln
Caterpillar D17000 Diesel engine

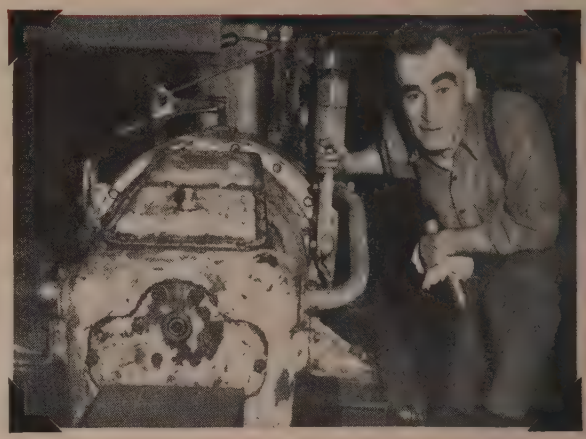
PART Reverse gear-self-lubricated

CONDITIONS Fishing off California coast

FIRM Consolidated Fisheries, Inc., San Francisco, Calif.

No transmission gear trouble in 8 years of fishing!

RPM GEAR LUBRICANT in the reverse gear of Consolidated Fisheries' M. V. Lincoln, shown below, prevented gear trouble since the gears were installed 8 years ago. Inspected at the end of that time, they showed very little wear in spite of tough service bucking tides and foul weather off the California coast. Gears were worked hard by the boat's Caterpillar D17000 diesel, were subjected to shocks and heavy intermittent loads when propeller came out of water during heavy seas. Tony Gomez, Engineer, says, "I've used RPM Gear Lubricant in this boat and others for 15 years and never lost a gear. It holds down wear, protects against shock even under heavy loads and constantly changing speeds."



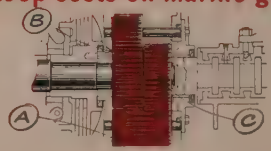
THE M.V. LINCOLN, 59 feet long and 16-foot beam, is one of a fleet of Consolidated Fisheries' boats that fish some 600 miles of coastal waters. RPM Gear Lubricant is used in all their gears.

REMARKS: In transmissions, net-hoist gears and other gear trains, RPM Gear Lubricant provides a tough lubricating film because of its very high oiliness qualities and stability. Recommended for all types of conventional gears, and also for bronze worm gears. (For hypoids of all kinds, RPM Multi-Service Gear Lubricant is recommended.)

RPM

TRADEMARK "RPM" REG. U.S. PAT. OFF.

How RPM Gear Lubricant reduces upkeep costs on marine gears



RPM Gear Lubricant in marine transmissions will prevent excessive bearing and gear wear. It comes in viscosity grades to meet all conditions.

A. Contains foam inhibitor—prevents retention of air whipped into lubricant by gears and building up pressure.

B. Oiliness compound helps provide tough lubricating film—withstands shock and overloads and prevents wear.

C. High resistance to oxidation prevents thickening; assures lubrication in extreme temperatures.

STANDARD TECHNICAL SERVICE checked this product performance. For expert help on lubrication or fuel problems, call your Standard Fuel and Lubricant Engineer or Representative; or write Standard Oil Company of California, 225 Bush St., San Francisco.

STANDARD OIL COMPANY OF CALIFORNIA

Tuna Chairman—Sr. Lic. Virgilio Aquiluz of Costa Rica, chairman of the Inter-American Tropical Tuna Commission for 1954-5.

Albacore Studies Financed From Saltonstall Funds

Second-largest item in the initial allocation of Saltonstall funds by the Secretary of the Interior is an item for $234,000 to provide for studies of the Albacore in waters offshore from California, Oregon and Washington.

This work is expected to fill-in between the work done directly by the states and that being pressed from Hawaii by POFI. Whether it will take the form of exploratory fishing or scientific research, or will effectively combine these two approaches is not made plain in the Fish and Wildlife Service announcement.

Other initial appropriations for Pacific work include $125,000 for research studies of sardines, anchovies and mackerel; $3,000 each for fishery statistics at Seattle and San Pedro; $45,000 for fishery education and market research at Seattle, San Pedro and Ketchikan; and $17,500 for surveys and engineering in connection with reconstruction of the fishery laboratory at Seattle.

Initial allocations announced this fall totaled $1,831,500, leaving $1,168,500 unallocated out of the $3,000,000 available for the 1954-5 fiscal year.

Largest single item in the initial allocation was $279,000 for research in the North Atlantic trawl fishery, to which was added $160,000 for North Atlantic explorations.

Crab Industry Alarmed

Reports from Washington that the Department of State appears committed to an effort to reduce the tariff on imported canned crabmeat in order to help the Japanese economy launched a wave of protest from crab fishermen and packers in October.

California Tuna Operations — September, 1954

(Approximate figures for tonnage by species and total case pack.

San Diego Species	Tons		Los Angeles Area Species	Tons	State Tons
Yellowfin	2,426		Yellowfin	3,044	5,470
Skipjack	2,983		Skipjack	4,425	7,408
Bluefin	31		Bluefin	1,093	1,124
Albacore	762		Albacore	4,231	4,993
Bonito	45		Bonito	1	46
Yellowtail	16		Yellowtail	2	18
San Diego Total	**6,263**		**Los Angeles Area Total**	**12,796**	**19,059**
				1954	1953
Total California pack, standard cases, January 1-August 31				*6,533,010	†6,000,218

*Plus 78,210 cases of specialty packs, such as tuna-and-noodles, etc., converted to the equivalent of standard cases. †Plus 114,599 cases of specialty packs.

What Does Tuna Research Show?

Present Yellowfin Waters at Peak of Yield; Bait Fish Transplant Is Taking Hold

Of direct interest to commercial tuna fishermen in the recent sixth meeting of the Inter-American Tropical Tuna Commission were the reports that:

(1) The transplanting of anchovettas from the Gulf of Panama to the Gulf of Nicoya is showing encouraging results, pointing to a possible rehabilitation of that bait fishery;

(2) There are indications that, on the basis of abundance and distribution, it is extremely likely that Yellowfin has reached a maximum of yield in the areas now being fished commercially. This does not appear the case, however, with Skipjack, which is below the maximum yield.

The meeting was held at San Jose, Costa Rica, and was attended by: Excellencies Don Marió Esquivel, Minister of Foreign Relations; Don Fernando Fournier, Vice Minister of Foreign Relations, and Don Jorge Rossi, Minister of Economics and Finance, all of Costa Rica; Sr. Lic. Jose L. Cardona-Cooper and Sr. Lic. Virgilio Aquiluz, members of the Costa Rican section of the Commission; Lee F. Payne and John L. Farley, members of the U. S. Section; Sr. Walter A. Myers, member of the Panamanian section; Dr. M. B. Schaefer and Antionio Landa, of the scientific staff; and members of the Costa Rican Advisory Committee, official observers from Chile and the United States, etc.

Sr. Aquiluz of Costa Rica was elected chairman of the Commission for the next year. Coincidental with the meeting of the Commission was the announcement that a laboratory for the Commission has been established on Tabogá Island, offshore from Balboa, Canal Zone, about 10 miles. The establishment of this research headquarters followed the joining in the Commission of the Republic of Panama in 1954.

In charge of the laboratory, the primary purpose of which will be a study of the life history of the bait fish, anchovetta, and the study of the Gulf of Panama and the factors influencing the abundance of bait, is Antonio Landa.

Mr. Landa holds a masters degree from Stanford University and has been in charge of the commission's Costa Rican laboratory. The 38-foot boat *Atun*, diesel-powered, will operate as a laboratory-research boat from Taboga Island.

Dr. Schaefer, at the close of the annual meeting, visited in Peru, at the invitation of fishery and governmental officials there, to discuss plans by Peru for oceanographic and biological fishery research. It appears likely, reports Dr. Schaefer, that there will soon be formed in the South American country a national council for hydrobiological investigations. In Peru, the anchovy fishery is primary; tuna secondary.

Although the Commission had recommended a budget of $225,000 for search in 1954-1955, contributions by member governments will, however, amount to only $115,595. Therefore a revision of program of investigations has been necessary. For 1955-1956, the Commission has recommended a budget of $367,202.

* * *

John Caito, son of A. B. Caito, head of the Noyo River Fish Co., Fort Bragg, Calif., is now associated with the Western California Fish Co., San Francisco, which is headed by his uncle, A. Caito. John has had a lot of experience in the fish business on the Noyo.

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Western fish packers know they can count on Continental for on-the-nose delivery of the right cans in the right quantities. Four of our nine plants on the Coast specialize in producing salmon, tuna and sardine cans for Western packers.

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We'll be happy to talk to you about your individual packaging requirements. For Tailor-Made Service, why not call Continental today.

CONTINENTAL CAN COMPANY

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Russ Building, San Francisco 4 • Skinner Building, Seattle 1

Sardine Operators Favor District Bag Limits

The San Francisco Sardine Association went on record last month as favoring measures to be placed before the California legislature in January that would place bag limits on sardine, anchovy, and mackerel on a district allocation basis.

The association also resolved that when bag limits and quotas are established they should be on an equitable allocation to both segments of the industry, cannery and reduction. These quotas should be subject to changes up or down, according to information and the research developments of the Marine Research Committee.

The association met for its annual meeting last month and elected John Costanza, Carquinez Fisheries, Pt. San Pablo, president; and George J. Christo, Northern Packing Co., San Francisco, secretary-treasurer. Directors elected were the Messrs. Costanza, Christo, and Julian G. Burnette, Northern Packing Co.; Alex Imlach, Edible Fish Meals & Oils, Pt. San Pablo, and Frank Mezin, Ozol Packing Co., Martinez.

Order for Albacore Canceled for Size

Advices from Japan indicate that an order for 1,000 tons of Japanese Albacore, placed by the Columbia River Packers Association of Astoria, Ore., at prices from $365 to $370, fob. Japan, had been canceled on the grounds that the average size of the fish was too large to produce a pack suitable for the American market.

Administrative Staff of the International North Pacific Fisheries Commission was completed in October with the appointment of Dr. Hiroshi Kasahara of Japan as assistant director. He reported to the commission headquarters in Vancouver, B. C., and is pictured here with Milton James of the United States, director. Stewart Bates of Canada is chairman of the commission.

Case for Fish Treaty Financing Laid Firmly Before Congressmen

• Necessity for adequate appropriations for the support of the work of the international fisheries commissions in which the United States participates was laid before Congress in October at a hearing before a sub-committee of the House Committee on Merchant Marine and Fisheries.

The committee, with Representative Thor C. Tollefson of Washington as chairman, listened to representatives of the North Pacific, the Sockeye and the Halibut commissions present cold facts which proved that good business demands adequate appropriations for work whose productive potential is just beginning to be evidenced by record production of halibut and Sockeye salmon this year.

Formal presentations were made by Edward W. Allen, F. Heward Bell and Roy Jackson, representing the North Pacific, Halibut and Sockeye commissions; and they were backed by statements from William Calvert of the Alaska Salmon Institute; Bernard Hansen of the Fishing Vessel Owners Association; Harold Grotle of the Deep Sea Fishermen's Union; Walter Hossfeld, advisor, and Eldon P. Jones, member, of the Sockeye Commission; and T. F. Sandoz, president, Columbia River Packers Association and advisor to the North Pacific commission.

Other Pacific Coast members of the committee, beside Representative Tollefson, were Congressman Walter Norblad of Oregon and Congressman John J. Allen Jr. of California.

Fall Salmon Pack Falls Short

Chum salmon production in Southeast Alaska during the short special fall season—applicable in a few bays only—was altogether disappointing, in view of the large amount of gear run and effort expended.

To presstime no official figure for the pack was available, but the opinion of informed individuals—including some who participated actively but unprofitably in the operation—indicated that the yield was in the neighborhood of 75,000 cases.

As a matter of fact, some of the Alaska canneries ran only for a day or two of the fall season. This was due to the fact that, with only a limit number of fish in the bays, the deliveries dwindled quickly. Again, the price of fish was driven up by the scarcity, rising from 70c apiece at the start to a peak of 95c, with the average payment probably about 85c.

These fish in cans were priced generally at $14.50 a case and were reported as being booked readily at this figure, only 50c per case under that prevailing for standard Chums. Of course at presstime only a limited portion of the fall pack had reached rail terminals.

Extent of fall salmon operations on Puget Sound could not be approximated as this was written. Canners were showing a good deal of interest in packing Chums, from Canadian imports as well as American waters, and if a good run of Chums develops it is quite possible that Puget Sound operations will make substantial further contribution to the national salmon supply before the end of November.

Monterey Albacore Deliveries Decline

A delivery of 75,000-lbs. of Albacore in a matter of a few days last month to Monterey wholesale buyers brought the season total to 351,302-lbs.

Albacore prices started in Monterey at $360 per ton in August, and had risen to $385 per ton in Monterey by late last month.

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- ★ Breaks out easily
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- ★ Stows flat
- ★ Costs less for required holding power

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BRONZE TACKLE BLOCKS 10¼" high, of high strength manganese bronze; oversize Everdur pin. 1000-pound capacity. About $15

WINCH HEADS heavily built of solid bronze. 6½" high, with bore and keyway. Exceptionally well finished. About $24

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SAN JUAN FISHING & PACKING CO.
FOOT OF STACY STREET — SEATTLE

San Diego Manager — Robert Beamon, promoted by Van Camp Sea Food Co. to the position of manager of its San Diego plant, where he has been assistant manager.

2 Japanese Freezership Fleets in Bering Sea

Two full-scale Japanese freezership-and-trawlers expeditions operated on the American side of Bering Sea through the months of September and most of October, each with the target of 5,000 tons of frozen bottomfish.

The mothership are of the 8,800-ton class, and each is served by five trawlers.

The first ship away was *Miyajima Maru*, dispatched Sept. 6 by Nippon Suisan.

A few days later Taiyo Gyogyo's *Eijin Maru* under charter to Hokuyo Gyogyo left for the same general area, the shallow eastern portion of Bering Sea.

John McCallum Heads Fish Divoteers

• In 1939 when The Fish Divoteers, the organization of active golfers in the fish affiliated industries in the Pacific Northwest, was organized the late A. J. McCallum, head of the McCallum-Legaz Fish Co., Seattle, was its first president.

It is a fitting tribute that his son, John McCallum, chosen as the sixteenth president of The Fish Divoteers at the organization's annual fall golf tournament at the Rainier Golf and Country Club, Seattle, last month. He succeeds John Lauc of the Kayler-Dahl Fish Co.

Other officers elected for 1955 were Ralph Syverson, San Juan Fishing & Packing Co., vice president; Randall Beard, New England Fish Co., secretary; and William Frankland, Kelley-Clarke Co., treasurer.

The fall tournament had a turnout of 132 golfers. Competition was keen for the permanent trophies and the many special prizes awarded at the banquet in the evening which was attended by 165 members and their friends.

Edward Verner, Leslie Salt Company, put in a busy day in the performance of his duties as chairman of the tournament committee and as master of ceremonies.

Glen Groth, Chignik Fisheries, was the winner of the Royal Mail Line trophy for low net in the first division, with a card of 64. Morris Nelson, National Canners Association, came up with a 67 to take low gross honors.

The Bob Finke trophy for low net in the second division was won by Harry Tillman, Standard Oil Company, with a 61. Low gross in this division went to Doug Hager, New England Fish Co., Astoria, Ore., who carded an 82.

Joe Antonelli, Fishermen's Cooperative Federation, Vancouver, B. C., shot a 54 to win the Blue Star Line trophy for low net in the third division. The award for low gross went to Ed Fisher, Food Specialty Co., with an 88.

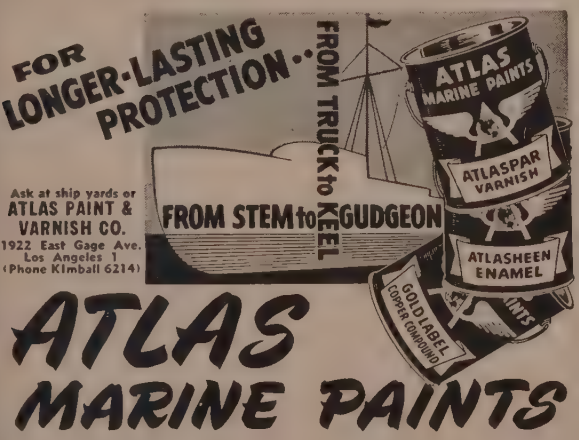
Ray Jones, Wabash Railroad Co., was the low net winner in the guest division.

An efficient job of handicapping was turned in as usual by Joe Brennan, Talbot Carroll & Co. and Ken Williams, Dehn & Co.

George Harry Heads Oregon Fish Research

M. T. Hoy, Oregon state fisheries director, announces that George Y. Harry, Jr., has been appointed director of the research division of the Oregon Fish Commission. Mr. Harry, formerly in charge of marine fisheries investigations at Astoria, moves into the vacancy created when Fred C. Cleaver was appointed assistant state fisheries director earlier this year. Robert W. Schoning will advance from chief of Columbia River investigations to assistant director of research.

Mr. Hoy also announced that John I. Hodges has been appointed to the newly created position of water resources analyst, which will involve the responsibility for the various water use problems of the commission.



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—with 10 Hash Marks

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Japanese High Seas Canned Salmon Pack by Companies, 1954

(Basis of full cases of 48 lbs. net weight each.)

Company	Red	Pink	Chum	Silver	King	Total
Nichiro Gyogyo	60,231	26,721	59,550	13,105	858	160,465
Taiyo Gyogyo	35,500	16,800	3,450	9,290	230	65,270
Nippon Suisan	35,000	2,000		4,000	....	41,000
Nippon Reizo	15,000	11,000	3,000	12,000	....	41,000
	145,731	56,521	66,000	38,395	1,088	307,735

NOTE—In addition to the above pack made from fish taken by the high seas fishing fleet in the North Pacific, and largely canned by floating canneries, Nichiro Gyogyo packed salmon, mainly Pink, at several canneries on Hokkaido and Honshu, the quantity being approximately 80,000 cases.

It should be noted further that the above figures are for **canned** salmon only, and that a portion of the production of the ocean operations was marketed in Japan in frozen and lightly-salted form.

40% Increase in Japanese High Seas Fishing Forecast

Sharp increase in Japanese salmon fishing activity in the North Pacific is forecast for 1955 by *Pacific Fisherman's* correspondent in Tokyo.

It appears that the 1955 outfitting will be on the scale of about 10 mothership fleets, served by 300 large fishing boats; as contrasted with seven mothership units and 212 fishing boats in 1954.

By October, however, applications had been received by the Fishery Agency of the Japanese government for 15 fleet units. Of these, firms operating in 1954 wanted to operate 11 units, while four newcomers sought permits.

Of the 1954 operators, Nichiro wants three motherships, an increase of one; Taiyo wants to add two for a fleet of three; Nippon Suisan wants to add one fleet unit to give it two.

Taiyo Reito, Hokkaido Gyogyo and Hakodate Kokai each want one unit, as in 1954, but expect to put larger motherships in the field, presumably equipped for canning.

New applications for one mothership unit each have been received from: Kyokuyo Hogei, Hokuyo Suisan, Hokoku Suisan, and a group of China Sea fishery operators.

New Clipper "Cabrillo" Launched at San Diego

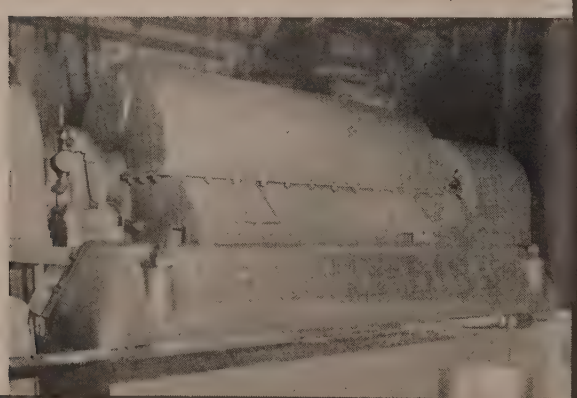
The *Cabrillo*, one of two all-steel tuna clippers under construction by National Steel & Shipbuilding Corp., was launched at San Diego September 25. The 127-footer was built for Joe Soares, whose brother, George, will launch a sister ship, *Dominator*, in late November.

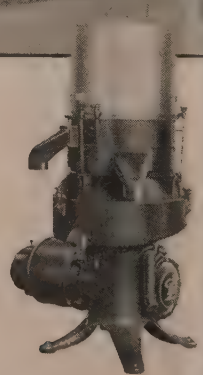
Both boats are powered with Enterprise DMG 38 diesel engines, driving five-bladed Columbian propellers.

On the launching platform and speaking for the tuna industry were C. Arnholt Smith, president of National Steel and Shipbuilding; Robert C. Wilson, congressman; John D. Butler, mayor of San Diego; John Bate, port director; Reverend Erwin Wick. George A. Dow, president of National Marine Terminal, Inc., was master of ceremonies, and little Gail Marie Soares was sponsor of the vessel.

Manuel Falante will be captain of the *Cabrillo*.

The hulls of the two steel clippers are of National Steel design, with modifications in design by Wendell H. Calkins, naval architect.





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Fishermen and Superintendents

Will Plan Their 1955 Purchase Programs at Seattle Boat Show

• North Pacific fishermen will find a lot to interest them in the Seattle National Boat Show which will be held Nov. 20 through 28 in the new Seattle Armory.

The show, as it has since 1946, will be staged by Northwest Marine Industries, Inc., a hustling non-profit organization. Chairman this year is Luke Zankich of the National Supply Engine Corporation.

There'll be boats and equipment of every kind at the show, of course; and commercial fishermen and fleet operators will find things of interest and value in virtually every booth.

One feature of the show which never fails to make a hit with the marine supply trades and their principals in attendance is the third annual Dealers' Day and the luncheon which highlights it.

Harold and Cliffe Mathers, co-chairmen for the Dealers' Day luncheon, have announced details. The luncheon and work-shop session will be held Wednesday, November 24, beginning at 11:30 a.m., at the Olympic Hotel's Olympic Bowl, with James W. O'Brien, prominent speaker, addressing the group on marine salesmanship. All dealers and marine industry persons are invited and those from outside the city wishing reservations can contact Northwest Marine Industries, at 512 First Avenue No., Seattle.

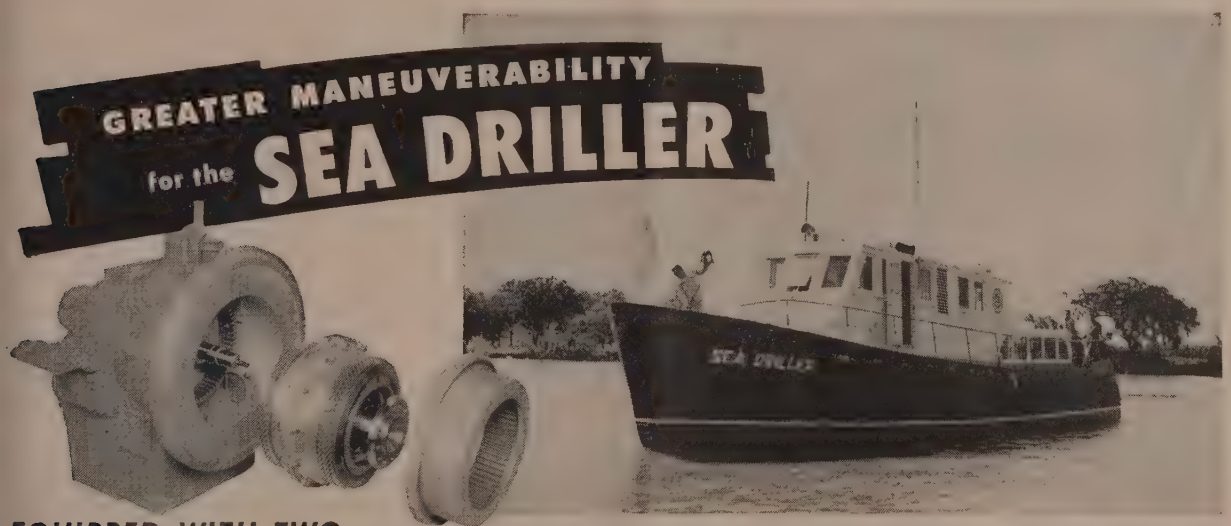
• COMMERCIAL FISHERMEN — At presstime for this issue the list of exhibitors was not altogether complete, but *Pacific Fisherman* had been priviledged to take a peak at it and to talk with many of those whose shows will be of interest in the field of the commercial fisheries and fleet operations. It has been noticed in the past that numbers of canners and other plant operators from Alaska, Puget Sound and the Columbia River attend the show with real interest. These men, whose responsibilities include fleet operations and frequently purchasing for large numbers of vessels, find as much in the way of help and ideas and interest at the show as do the actual fishermen who attend in large numbers.

Here are some—most—of the exhibitors and their displays which will be of special interest to commercial fishermen and superintendents:

Albina Engine & Machine Works will feature its direct control power take-off for fishing vessels and tenders.

Apex Marine & Equipment Co., Inc., will have an extensive showing of Graymarine gasoline and diesel engines and specialized equipment for fishing craft.

Bryant's Marina is to feature Evinrude outboards, which are used in so



EQUIPPED WITH TWO "The CAPITOL" HYC REVERSE & REDUCTION GEARS

Visit our booth No. 29
Seattle National Boat Show

Maneuverability and quick change of direction can make a lot of difference to a boat operating in the off-shore oilfields. That's why the 65-foot crew boat "Sea Driller" is equipped with "Capitol" HYC Hydraulic Reverse and Reduction Gears—can go from full forward to full reverse in just three seconds. The "Capitol" HYC gives you smooth, full capacity power when you want it.

Write for complete information and specifications

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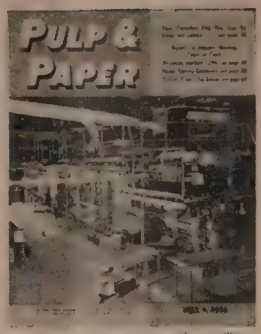

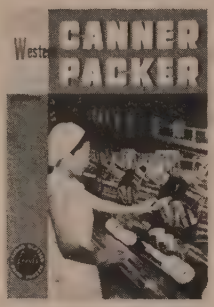

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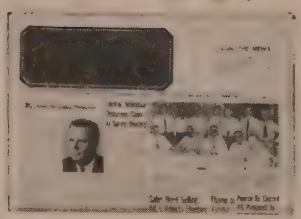

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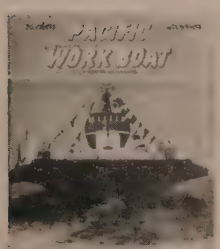

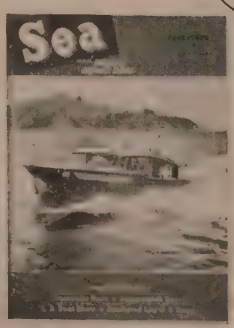

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many fields in the fisheries, beside Chris-Craft engines and boats, and numerous other items from the lines featured by Bryant.

Pacific Bendix Corporation will show its several electronic instruments on which commercial fishermen lean heavily in sounding, fish-spotting and navigation.

Buda Engine & Equipment Co., represented by Northwest Motor Parts & Mfg. Co., will show Buda diesel engines and accessories.

Chain Gear Co. both will be interesting from the standpoint of power delivery and application, featuring Twin Disc torque converters and Morse Marine couplings as well as other equipment.

Fairbanks, Morse & Co. makes a specialty of diesel domination in its Boat Show exhibit, and undoubtedly will do so again.

Fisheries Supply Co. knows that fishermen will find its showing of Scott-Atwater outboard boators of more than usual interest.

"Doc" Freeman is arranging a display featured by the lines of engines, lighting plants and generators which he handles.

Fremont Electric Co. will show the latest models and developments in Onan generators, Fremont bonded batteries, ATR converters and Constavolt electrical equipment for fishing vessels.

Grandy Boat Co. has turned out a lot of boats for the fishing fleet and is sure to have something in the show which will catch the commercial fisherman's interest.

Seth Green Machine Works say they'll feature their marine engine conversions in several makes.

International Marine Supply Co. exhibit will be devoted primarily to International paints, Sherwood pumps and other items of supply and equipment.

Kolstrand Manufacturing Co. has a line of fishing boat equipment and gear which always attracts attention, and which this year will feature new models and developments.

McCune-Merifield Co. will have a booth showing products of the firm's numerous principals.

Evans Engine & Equipment Co. will feature General Motors marine diesel engines, in which recent refinements provide elements of special interest.

Miller Freeman Publications will be represented with a booth where fishermen can place subscriptions and discuss problems with staff members of *Pacific Fisherman, SEA and Pacific Motorboat*, and *Pacific Work Boat.*

Glass-Fiber and Plastics Supply will show materials and methods by which these advanced products can meet the needs of fishermen and fleet operators.

Minneapolis-Honeywell will have its famous Sea Scanar on display.

Edwin Monk, whose fishing boat designs are known up and down the coast, will show some new ideas in line and arrangement for the commercial fisherman.

North Coast Engine & Equipment Co. will feature the brand-new and ultra-effective fuel system for the Cummins diesel engines it handles.

National Supply Engine Corp. will show a full line of Chrysler marine engines, including the Imperial V-8, as well as their lines of Atlas and Lister marine diesels.

Pacific Marine Supply Co., beside items of fishing equipment and supply from its extensive lines, will feature Mercury outboard motors and Universal gasoline engines.

Pacific Plastics will show materials of special usefulness for commercial fishing boats, where wear is hardest.

Pacific Fishing & Trading Co. will lay special emphasis on Barbour's and Gold Medal Netting by The Linen Thread Co., and Nordberg gasoline engines.

Ross Laboratories are expected to show a new commercial unit in the way of a depth indicator for fishing

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MICHIGAN PROPELLERS are BETTER BUYS!
Because they're cast of "MICHALLOY-K", a very special alloy that is far more resistant to corrosion and electrolysis than ordinary bronze, MICHIGAN wheels often last as much as three times as long as other propellers. Next time you need a propeller, buy a MICHIGAN. You'll get not only longer, but better performance, because these wheels are also built to convert every bit of H.P. into effective thrust.
MICHIGAN STAR
the propeller sensation skippers are all talking about. Now available in 34" — 60" dia.
MICHIGAN WHEEL COMPANY, Grand Rapids 3, Michigan

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If you have recently bought a ship equipped with radiotelephone, or if changes should be made in your present listing, please notify us. This will help us put callers in touch with you faster.
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Give listing changes to your local telephone business office or nearest Ship and Aircraft Telephone Service Representative.
Pacific Telephone

craft such as trollers, crabbers and small draggers.

Sunde & d'Evers Co. will exhibit numerous items of fishing and marine gear and equipment, in addition to Lauson outboards and Kermath marine engines handled by this firm.

C. A. Woolsey Paint & Color Co. booth will display this old-line manufacturer's new line of marine finishes.

Wright Outboard Marine knows commercial fishermen will be particularly interested in the new features of the new Johnson outboards, and also the Michigan propellers in which it specializes.

Auto Engine Works, Inc., exhibit will be devoted largely to showing its line of Capitol marine reverse and reduction gears for diesel and gasoline engines, equipment designed with the commercial fishing boat's requirements specially in mind.

Pointer-Willamette Co. will be at the show with an exhibit featuring their float assemblies for walk-ways, mooring floats and such facilities, gear which should interest cannerymen as well as those catering to fishermen and their needs.

• • •

Vito D'Acquisto, San Francisco, took out the old heavy duty engine in his hook and line boat, and installed a two cylinder GM diesel, purchased from and installed by Shore Line Diesel Maintenance, Fishermen's Wharf, San Francisco.

Southern Sardine Fleet Tied-Up But Monterey Vessels Take Fish

• Sardines were being caught in the nets of California fishing boats as this issue went to press, but the vessels of the *Southern* California fleet were not participating, because negotiation on the price of sardines was underway, with no immediate prospect of settlement.

Monterey boats were fishing, however, and delivering to Port Huenemee-Santa Barbara for trucking to Northern California.

Asking price by the Fishermen's Cooperative Association, San Pedro, was $55.00 a ton. This the canners said they could not pay. Last year the small tonnage of sardines delivered brought $100 a ton.

Mackerel was in the same position as sardines—no boats fishing; no price; and, canners said, no market. Mackerel production to October 2 was 3,229 tons, as compared to 22,877 for 1953, similar period.

Sardine fishermen in Southern California were taking a long look at the report by the Fish and Wildlife Service on the imports of sardines, canned, not in oil, from the Union of South Africa, in particular, and also from Japan. In thousands of pounds, this was the picture, January through July: South Africa, 4,999, as compared to 1,212 in 1953; Japan, 4,854, compared to 5,807 in 1953. Total amount of imported canned sardines, not in oil, in thousands of pounds: 10,339, representing an increase over 1953 of 1,857.

Cannery workers in San Pedro area are also negotiating for a new contract with the canneries.

One Terminal Island cannery is reported to have offered the sardine fishermen a sliding scale compensation, based on $55 if tonnage does not exceed 15,000 as of the November dark, with a sliding scale reduction in price as tonnage exceeds certain specified amounts.

As things stand at pressstime, it is not likely that there will be any fishing until the next dark.

Mackerel production for California ports in September included 2,571 tons, with seven plants canning the tonnage for 54,637 cases. This tonnage is presumed to come from the independent fleet of small boats working out of San Pedro and/or Port Hueneme, since the mackerel-sardine fleet of the Fishermen's Cooperative Association have been inactive because of price negotiations.

Monterey Canning Plant Passes to New Owners

Another Monterey sardine processing plant was sold last month. This time the Monterey Canning Co. went to Cannery Row Properties Co.

Although the sale price was not revealed it was estimated that it was about $100,000. The Monterey Canning Co. was one of the few remaining plants on Cannery Row that had been maintained in condition to operate on short notice.

It was founded in the 1920's by A. M. Allan, was owned for a time by the late George Harper, and was most recently the property of the Magnus Flause family.

Cannery Row Properties Co. has bought a number of sardine processing plants and dismantled them, selling the machinery to fish processors in Africa and South America.

Members of Cannery Row Properties Co. are: Edison Holt, Wesley Dodge, George Leutzinger, manager of Peninsula Packers, and the grandson of the founder, Thompson Jay Hudson.

So much depends on the oil!
● The delicate flavor . . . the tempting freshness of your finest canned fish can be entrusted to Archer "S" because this clear, bland soybean oil has had every trace of odor removed by a special refining process. Also, you get the same high quality oil *every time you order*. Archer "S" *can't* vary. It's refined not in batches, but as an endless "ribbon" of oil. By streamlining refining, we are able to *streamline the cost* of Archer "S" too. Ask us for samples and prices.
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Improve the Flavor... pack with
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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

November, 1954

Salmon Selling Smartly

• Market situation of canned salmon with Hallowe'en coming-up looked good.

Editorial researches in the offices of brokers and sales managers, and in the stores of the principal market centers of the Pacific Coast, showed an altogether satisfactory into-consumption movement.

This strength contrasted rather sharply with the apparent situation in a number of competing items, and was ascribed by some to the cumulative effect of salmon's promotional work.

Certainly the movement of canned salmon during the early fall months was excellent, and as this was written *some definite shortages were plainly evident.* (Note—The italicized words were written, and emphasized, with no tongue-in-cheek.)

Here's a glance at the principal items:

Chums—Sales have been exceptionally good at $15. Some sellers already talk $16; and most expect an advance before Lent. The small fall pack in Alaska has had good bookings at $14.50, only four-bits under standard goods, where usually the Fall discount is a dollar.

Pinks—Virtually all of these were allocated by the larger factors at $20, and smaller lots were picked-up for featured brands on a cash basis. If you had a few cars of not-committed Pinks in Seattle at time of writing you'd have no trouble getting $21 for them. Pink halves were reported firm at $13.

Reds—Talls are in good shape, and the limited pack apparently has been moving satisfactorily at $28. There can be little doubt that part of the strength results from the fact that a substantial part of the freezership fish were bought for national labeling, relieving the market of an element of weakness.

Sockeyes — Admittedly, this grade has a problem as result of the exceptionally large pack. However, most packers seem to be well satisfied with the *movement* if not with the *price* —$16.50 to $17.50 depending upon brand-standing; and $17.50 for hand-pack. It seems rather generally accepted in the trade that part of the 1954 Sockeye pack will have to be carried-over into 1955—when there'll be need for it. Feeling is that further price reduction wouldn't generate enough business to move the whole pack, unless the mark-down went to ruinous levels. Bankers appear to agree with the thinking that Puget Sockeyes, with a periodic up-and-down movement in volume, should be handled in a manner that will level the year-to-year market supply and stabilize pricing of an article whose color and quality give it consistent popularity.

Cohoes —Situation tight, due to small pack this year; and to some extent to a U. S. government purchase which took-up 10,000 cases of the scant supply. The scarcity of Cohoes in the growingly-popular 4-lb. size is reported particularly acute. There is a reasonable supply of 4-lb. Chums available at $16; and some Reds at $28.

• *FOREIGN BUYING*—The British, with almost $7,000,000 in import permits available for canned salmon, were believed to have spent about 85% of it at presstime.

Most of the fund went to British Columbia, where the U. K. was able to get Sockeye halves at $32 per full case.

British purchases in the United States are believed to have exceeded $1,000,000 somewhat, although specific information as to who sold how much was exceedingly hard to come-by a full month after the business passed.

Warren Joins Brokers

G. A. Warren has been appointed office manager and treasurer of Berger & Plate Co., San Francisco food brokers, according to H. R. Plate.

Mr. Warren for many years was with the Alaska Salmon Co., Seattle, and for the last eight years has been secretary-treasurer of Collett-Week-Nibecker, Inc., San Francisco, whose head office was recently moved to New York.

Malcolm J. Goldie, who succeeds Roy P. Harper as Van Camp Sea Food's director of sales.

Van Camp Names Goldie As Director of Sales

Malcolm J. Goldie in October became director of sales of the Van Camp Sea Food Co., succeeding Roy P. Harper on his retirement.

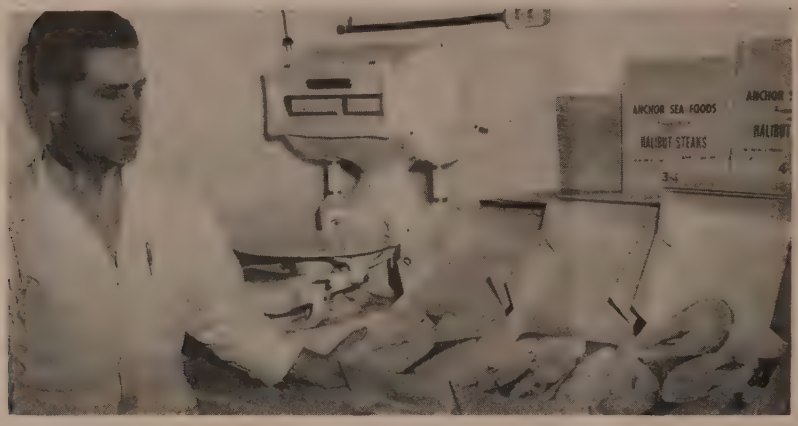
Mr. Harper has often been designated as the man who "sold" tuna to the American consumer. He returned to Van Camp several years ago as vice president and director of sales after a brief period of retirement.

Mr. Goldie, early in 1953, was named general manager of the Van Camp laboratories division, having previously headed the special products department. He has been employed by the packers of *Chicken of the Sea* tuna for 14 years.

All Mr. Harper's many friends in the tuna industry wish for him years of pleasant retirement in his home at Newport Beach, Calif.

Boyd-Collins Handles Kaakinen Crab Meat

Boyd-Collins Co., San Francisco distributor of sea foods, has been named northern California distributor for the Kaakinen Fish Co., Westport, Wash., crab meat. Boyd-Collins will also distribute Port Orford brand of crab meat produced by the Port Orford Fish Co., Port Orford, Ore., also owned by Mr. Kaakinen.



No Matter How You Slice It–

Anchor Makes a Business Of Steaking Fish for Cafes

● When Paul Schecter and Bernard G. Tohl formed the Anchor Seafoods Corp. of Los Angeles, they brought to the wholesale fish business a seafood restaurant operator's approach to supplying fish steaks to the institutional market.

Halibut and salmon from the Northwest are the two bulk items for Anchor, proving most popular in the restaurant trade. Swordfish, imported from Peru or Japan, is also cut in steaks for five-pound packaging.

Anchor believes it is able to provide restaurant chefs with a menu item that can be prepared with no waste, which is economical of refrigerator space and which permits them to make a more accurate estimate of output and future needs.

Mr. Schecter believes that most chefs do not like and do not know how to dress and prepare fish for serving to their customers.

Steaks, as packed by Anchor, frozen in five-pound cartons, give chefs a quick, simple, no-waste food item and have contributed, the partners believe, to the increase in popularity of fish on the menus of Los Angeles restaurants.

Only the center cuts are used. Waste is sold to local pet food processors for use in canned pet foods.

The latest product of Anchor is breaded fish sticks, uncooked, for institutional use. Icelandic cod, from Reinke and Amende, Los Angeles, is used, and Golden Dipt breading preparations from Meletio Sea Food Co. The three-pound cartons are packed to serve one or two-oz. fish sticks. The pack is also ideal for home freezers.

Another new addition to the Anchor line of institutional-pack frozen fish is Mexican white sea bass, a particularly popular item on restaurant menus in the Southern California area, where the fine qualities of this fish are known and appreciated.

Hilton Sea Food Plant in Seattle

Hilton Sea Food Co., which has built-up a substantial business in canned oyster soup, oysters, and clam chowder in the past two or three years of operation at South Bend, Wash., opened a new plant in Seattle in October.

Canning at South Bend will be discontinued because the plant there is in the way of a highway extension and will be destroyed.

Officers of the company are Vernon Hunt, president, with Edward J. Gruble and Hamilton C. Dowell vice presidents.

Puget Packers Consider Joint Marketing Program

Under the leadership of John Mitchell, president of the Burk Canning Co., Bellingham, Wash., a group of the smaller Puget Sound salmon canners are understood to have been meeting just before presstime with a view to the organization of a cooperative marketing agency to handle their pooled packs of Sockeye, promoting and selling them under a single brand.

largest line of seafoods under one packer's label
Bumble Bee
quality keeps customers sold
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

Crest Importing president Jack Willis, left, with a group of Mexican shrimp producers, Isaac Coppel and Arturo de Cima, Congeladora del Pacifico; Oscar Fraustro, comptroller of Nacional Financiera, S.A.; Pedro L. Pinson, Refrigeradora del Noroeste.

Crest Importing Business Brisk

A highly satisfactory first year behind it, Crest Importing Co., which handles the distribution of shrimp for a number of leading Mexican west coast producers, is swinging well into another season with President Jack Willis highly pleased and optimistic. He was formerly associated with the Wilbur-Ellis Co. and the Marine Products Co. enterprises at San Diego and is widely known by shrimp producers and merchandisers on both sides of the Mexico-United States boundary.

The company imports and markets frozen green shrimp under the top label of *Crest*. Brown shrimp labels include *Mark* and *Compass*.

The shrimp are frozen by the most modern methods in 5-lb. layer-packed level-type cartons by Marathon. Freezing is done in modern American plants immediately adjacent to the Mexican fishing waters; and the packaged product, further protected in master cartons, is shipped to the United States primarily by refrigerated rail cars.

Crest is representing these accounts: Congeladora del Pacifico, S. A., Mazatalan, Sinaloa (Isaac Coppel and Arturo de Cima); Refrigeradora del Noroeste, S. A., Mazatlan (Pedro Pinson); Productos Congelados, S.A. (Hernando and Ernest de Cima), Guaymas; Pesquera de Los Mochis (Hector Ferreira), Guaymas; Congeladora de Salina Cruz (Robert Avendeno); Pesquera e Industrielizadora de Guaymas; Ismael Almada de Guaymas; Jose Angel Castro de Culiacany.

Crest Importing Co. is represented by the following brokers: Los Angeles—Koulouris and Casaretto Co.; San Francisco—Washington Fish & Oyster Co.; New York—Gordon L. Murphy Inc.; Chicago—L. H. Frohman & Sons; Baltimore—Tri-State Sales Co.; Kansas City and Oklahoma City—Stoops & Wilson Brokerage Co.; Omaha—Whalen Brokerage Co.; Minneapolis—Furey Brokerage Co.; Detroit—Don Graubner Co.; Buffalo—W. J. Catt Co.

Calkins & Burke Move

Calkins & Burke Limited, veteran British Columbia export and import firm specializing in canned salmon, moved its offices this fall to 640 West Hastings St., Vancouver 2, B. C.

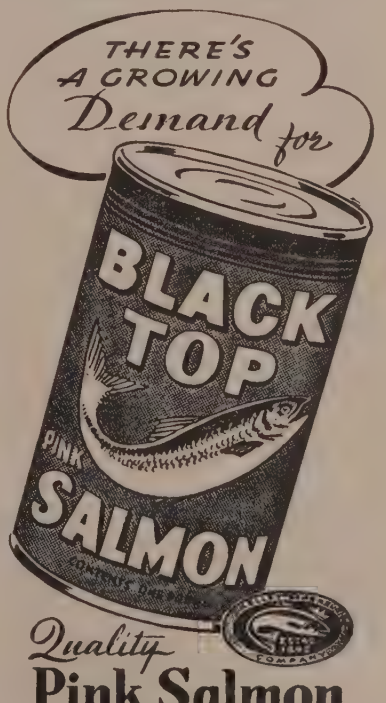
Salmon Canners Meet Without Social Frills

The annual meeting of the Association of Pacific Fisheries, composed of salmon canners, again this year will be devoted strictly to consideration of some of the industry's problems, with no golf tournament or social affairs.

The date is Nov. 1, at the Seattle Golf Club; and it is anticipated that a number of officials who had been attending the meeting of the International North Pacific Fisheries Commission in Vancouver will be present for the association meeting.

Blodgett Heads Connell Branch in Okinawa

Jack Blodgett, formerly connected with the frozen sea food division of Wilbur-Ellis Co., San Francisco, for a number of years, and who later had his own shrimp freezing operation, Blodgett & Co., Brownsville, Texas, has been appointed manager of Connell Bros. Co., Ltd., Okinawa branch office. Recently Mr. Blodgett had been to Pakistan, where he had spent several weeks investigating business opportunities for the company.



B. C. Packers Purchase Freeman Certi-Fresh Foods, Los Angeles

• Canada's big and aggressive British Columbia Packers, Ltd., of Vancouver, B. C., has broadened its distribution base in the United States through purchase of Freeman Certi-Fresh Foods of Los Angeles.

Purchase price was not disclosed, but the deal is one of the biggest of its kind on the Pacific coast in recent years. Freeman Certi-Fresh Foods is one of the largest wholesale distributors of packaged fisheries products on the Pacific coast. British Columbia Packers is one of the major fish packing organizations in the British Commonwealth, with canneries, reduction plants and whaling operations in British Columbia, processing plants in Nova Scotia and Manitoba and processing and distributing branches in several United States centers.

Formal announcement of the transaction was made by John M. Buchanan, president of British Columbia Packers.

Principals in the 25-year-old California firm, Arthur and Max Freeman, will continue in the organization during the transition period to the new management. Don Haywood, California manager for B. C. Packers, will assume direction of the Los Angeles company on behalf of its new owners. Jack Carbonic will continue as general manager.

The purchase includes the complete facilities of the Freeman company for storing, packing and distributing fresh and frozen fish products, including pre-cooked fish sticks. B. C. Packers recently started producing fish sticks on a commercial basis at its big Imperial plant at Steveston at the mouth of the Fraser River, the first company to enter that field on the west coast in Canada.

The new venture establishes B. C. Packers as a distributor of all types of fisheries products in California, including its own products caught in British Columbia and Nova Scotia and marketed under the *Rupert* brand.

"This acquisition," said Mr. Buchanan, "will increase our sales in Southern California by five times. We believe that the California market, with its 11,000,000 people, while highly competitive, offers us an outstanding opportunity to develop additional business for the company."

Negotiations for the purchase of the Freeman concern were conducted through Rupert Fish Co., Inc., the U. S. subsidiary of B. C. Packers, which has branches in Chicago and New York.

Fish products of British Columbia are shipped by refrigerator truck to California by B. C. Packers and, according to Mr. Buchanan, his company can reach any point in the state withing 36 hours.

"Our industry, by developing quick-frozen products," he added, "has enabled the retail trade to revolutionize its marketing techniques for fish. Sea food products no longer need to be isolated from other foodstuffs in stores. They can now be included in general frozen food displays, and can thus participate in the phenomenal growth of the frozen fish business. We are raising the prestige of fish in the food world."

Certi-Fresh, which is the Freeman firm's brand name, is generally conceded to hold first-rank in distribution in the Southern California territory, a region where the *Rupert* brand of B. C. Packers' American subsidiary is also a leading factor.

WESTGATE-CALIFORNIA TUNA PACKING CO.
28th Street and Harbor Dr. San Diego, Calif.

Independent Fish Sellers In Los Angeles Organize

A group of Southern California's wholesale fish dealers and brokers, traditionally independent, have formed an organization known as the Southern California Sea Products Association with offices in Los Angeles.

Heading the group is Joe Sulentor, Western Fish Co., Los Angeles. I. Rischall, Lakeside Fish Co., is treasurer. Among the directors are: Frank Camillo, Standard Fisheries Co., Geo. Doizaki, American Fish Co., and Lou Johnson, Los Angeles Frozen Foods.

Briefly, the aim of the new organization, for which E. J. Gund is executive secretary, is to sell more fish, and to exchange ideas which can contribute to increased consumption of fish.

Among the organizations forming the membership of the new association are: American Fish Co., F. G. Grasteit Co., Lakeside Fish Co., Los Angeles Frozen Foods, National Sea Foods, Quality Col-Pak, Standard Fisheries and Western Fisheries; plus approximately 12 seafood brokers.

NEW LABEL of California Marine Curing & Packing Co. is this **Carnation** brand, used on chunk style tuna and also solid-pack in light meat and Albacore. Company president is Max Gorby and sales are handled by J. R. Barry Co.

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Qual. 9510XXX
Mustad Double
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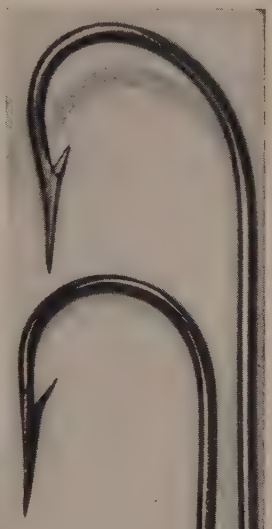

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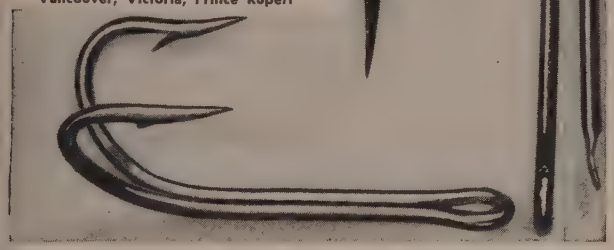

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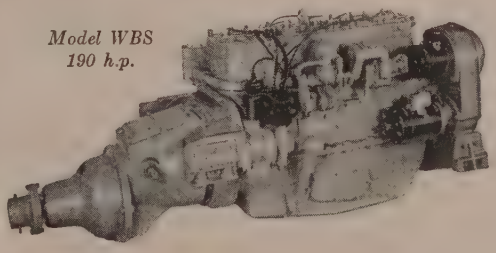
Model WBS
190 h.p.



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William Oxenberg Dies, Closing Notable Career

William Oxenberg, president of Oxenberg Brothers, Inc., died in New York City about the middle of August, closing a career which exerted a profound influence on the fisheries of both coasts of the United States.

A primary exponent of the cured fish business in the New York metropolitan area, Mr. Oxenberg led his company to the Pacific Coast in the early 'Twenties, becoming a producer as well as a buyer of Pacific mild cured and frozen salmon and other products used by the smoked and cured fish trade.

His company has maintained active operations on the Pacific Coast for more than a quarter-century, including vigorous participation in Southeast Alaska salmon canning.

He was well-regarded as a sound and constructive businessman in all those fields of the Pacific fisheries in which he participated.

Mr. Oxenberg had been in poor health for some time prior to his death and the direction of Oxenberg Brothers, Inc., and its subsidiaries had passed in large degree to his son, Bernard Oxenberg, who succeeds him. Samuel Oxenberg, brother of William in the firm of Oxenberg Brothers, Inc., devotes himself primarily to production operations of the packing plant in Brooklyn, N. Y.

Plane Drops Gas For Empty Tanks

Prompt action by the San Diego Coast Guard recently saved the Albacore boat *Ocean Clipper*. Capt. Hal Steer in his distress call said the boat was leaking and out of fuel.

A Coast Guard plane located the vessel north of Guadalupe Island and dropped 50 gallons of gasoline attached to parachutes. The remainder of fuel necessary for the return to San Diego was supplied by *Maria H.*

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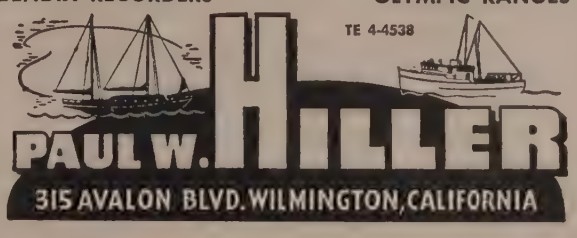

STATEMENT REQUIRED BY THE ACT OF AUGUST 24, 1912, AS AMENDED BY THE ACTS OF MARCH 3, 1933, AND JULY 2, 1946 (Title 39, United States Code, Section 233) SHOWING THE OWNERSHIP, MANAGEMENT, AND CIRCULATION

Of Pacific Fisherman, published monthly except in January when publication is semi-monthly at Portland, Oregon, for October 1, 1954.

1. The names and addresses of the publisher, editor, managing editor, and business managers are:
   Publisher: Miller Freeman, 71 Columbia Street, Seattle 4, Wash.
   Editor: DeWitt Gilbert, 71 Columbia Street, Seattle 4, Wash.
   General Manager: Miller Freeman, Jr., 71 Columbia Street, Seattle 4, Wash.
   Business Manager: C. L. Hillyard, 71 Columbia Street, Seattle 4, Wash.
2. The owners are: Miller Freeman Publications, Incorporated, 121 Second Street, San Francisco 5, Calif.; Wm. B. Freeman, Miller Freeman, Jr., 121 Second Street, San Francisco 5, Calif.; L. K. Smith, 71 Columbia Street, Seattle 4, Wash.; and W. E. Crosby, 71 Columbia Street, Seattle 4, Wash.
3. The known bondholders, mortgagees, and other security holders owning or holding 1 percent or more of total amount of bonds, mortgages, or other securities are: None.
4. Paragraphs 2 and 3 include, in cases where the stockholder or security holder appears upon the books of the company as trustee or in any other fiduciary relation, the name of the person or corporation for whom such trustee is acting; also the statements in the two paragraphs show the affiant's full knowledge and belief as to the circumstances and conditions under which stockholders and security holders who do not appear upon the books of the company as trustees, hold stock and securities in a capacity other than that of a bona fide owner.

Miller Freeman, Jr., General Manager.

Sworn to and subscribed before me this 27th day of September, 1954.

Barbara M. Hampson

(My commission expires February 28, 1958)

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LINES and LEADERS

Advanced Design Changes Increase D13000 "Cat" Power

New changes in the design of its D13000 diesel engine resulting in increased outputs have been announced by the Engine Division of Caterpillar Tractor Co.

The D13000 Marine Engine shows increases of from 1000 to 1225 rpm and from 120 to 150 hp. The D13000 Diesel Electric Set now operates at 1200 rmp and boasts an increase in capacity from 80 to 100 kw.

Increased output in the six cylinder, four stroke cycle engine resulted in a number of major changes. Positive action valve rotators, replaceable valve seat inserts and larger, stronger valves have been made standard in the new D13000's breathing system. Use of these new valve components combines increased engine breathing ability with longer valve life, thus making possible additional horsepower output and lower maintenance costs.

DeLaval Pacific Adds To Southern California Staff

James MacIntosh is being transferred from the New York office of the DeLaval Separator Co. to the DeLaval Pacific Co., to work in the southern California territory with T. C. Swafford, under the direction of Robert K. Hood, industrial sales manager, San Francisco.

Mr. MacIntosh has been with DeLaval five years and will be calling on the fish processing industry in his new territory.

Western Lithograph Co. Elects Shaw Vice President of Sales

John C. MacKeever, Chairman of the Board of Western Lithograph Company, announces election of John Shaw as vice president and director of sales and a member of the Board of Directors.

Prior to his election, Mr. Shaw was a member of the sales organization at Western Lithograph Company.

Mr. Shaw brings to Western over twenty years of experience in the graphic arts field.

Immediately after accepting this position, Mr. Shaw announced the appointment of Paul Zander as assistant general sales manager.

Dee McConnell, who formerly served as vice president in charge of sales, is to remain with Western in the capacity of sales consultant.

Johnson Outboard Names John Hubley Sales Manager

John Hubley, a veteran of the Johnson Motors sales staff, has been named sales manager to succeed Harold T. McCune, who is resigning to establish a marine dealership in Denver. Announcement of McCune's resignation and Hubley's promotion was made by W. H. Jonas, director of sales of the Waukegan (Ill.) outboard manufacturing firm.

Hubley has been Johnson's West Coast representative since 1951, traveling the states of California and Oregon. Prior to then he represented Johnson in the Great Lakes and Southwest territories. He has been with the company since 1935.

In announcing the changes, Jonas pointed out that McCune would continue his association with Johnson in that his firm will serve as motor and parts distributor for Johnson in a 10-state area in the Rocky Mountain region.

Jonas announced E. B. (Andy) Anderson, of Los Angeles, will take over southern California, southern Nevada, and Arizona.

J. W. S. Platt Acquires Interest in The Beebe Co.

The Beebe Company has announced that, effective November 1, 1954, John W. S. Platt, formerly secretary of Kerr-Gifford & Co., will become vice president and treasurer of the company. Mr. Platt has purchased from the Kenneth Beebe Estate a one-half interest in the business and will take an active part in the management.

There will be no change in the personnel or policy of the company. The expansion program, started by The Beebe Company in mid-1953, is continuing successfully and it now travels 10 salesmen in the states of Oregon, Washington, Idaho and California.

Scott L. Smith, Jr. and Bryant W. Moore will continue as General Manager and Assistant General Manager with Arlo Elliott as Manager of the Sporting Goods Department, Graham Austin as Manager of the Marine Department, Bruce P. Gilbert as Office Manager and Pearl H. Cravens as Manager of Price Controls.

Importance of Diesel Cooling Theme of Cummins' Bulletin

The Service Division of Cummins Engine Company, Inc., at Columbus, Indiana, believes the cooling system to be just as important to an engine as the lubricating system, the fuel system or the air system. A new Service Bulletin, "Give The Cooling System a Chance," points this out and proves why.

This bulletin contains many practical suggestions on the best way to care for an engine's cooling system. The information is not only for Cummins Diesels, but may also be applied to all internal combusion engines.

Readers may have a copy of this bulletin by addressing their requests to Cummins Engine Company, Inc., Columbus, Indiana.

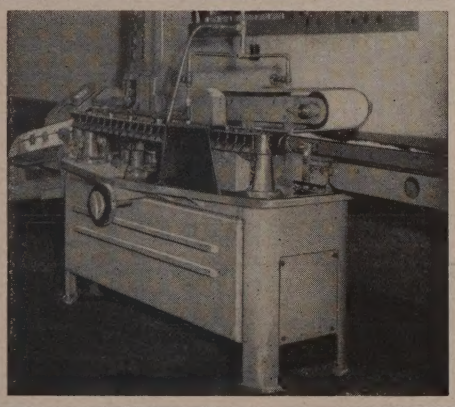
Walter Paladini Shifts

Walter L. Paladini, vice-president A. Paladini, Inc., San Francisco wholesale fish producers and distributors, in charge of the Oakland operations of the company for many years, is now in charge of Paladini Seafood Co., Los Angeles branch of the company.

Assisting Mr. Paladini in Los Angeles is Jack Bray, formerly office manager of the Oakland branch. Manager of the Oakland branch is Walter Jr., son of Mr. Paladini.

J. D. Trucks Fish

J-D Packing Co., Pier 92, San Francisco, has been busy the past few months packing sardines, squid, anchovies and mackerel—all trucked in from southern California waters. Pete Maiorana, and his well known Monterey purse seiner *Diana* are fishing for J-D.



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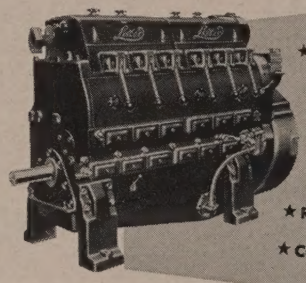

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Hervey M. Petrich, partner in the Western Boat Building firm, says "On long, tough trips like ours we've found you can't beat Gargoyle Marine Oils for absolute engine protection... we've been using Flying Red Horse products continually since 1938 because we know they're the best!"

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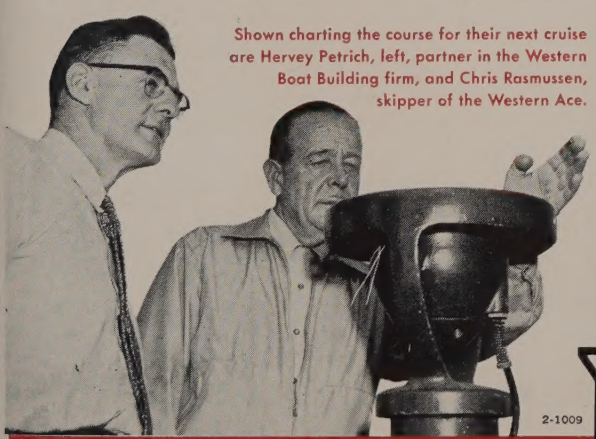

Shown charting the course for their next cruise are Hervey Petrich, left, partner in the Western Boat Building firm, and Chris Rasmussen, skipper of the Western Ace.

2-1009

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